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Old Cars

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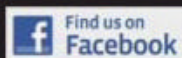
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MUSCLE CAR ISSUE

Cars



TRIPLE BLACK THREAT

**ONE-OFF 1970
COUGAR ELIMINATOR**

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APPEAL**

MUSCLE CAR LOVER
LANDS 'THE ONE'

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**TRANS AM
KEEPER**

LIFE WITH A LATE
MUSCLE CAR

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COLLECTOR CARS-STATIONARY GAS ENGINES- COLLECTIBLES-SPARK PLUGS AMAZING GAS & OIL PETROLIANA AT AUCTION

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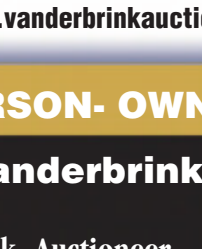
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Thanks to the modern muscle car

As hobbyists, we owe a debt of gratitude to modern muscle cars and the manufacturers that continue to build them. Thank goodness Ford still makes the Mustang, Dodge still builds the Challenger and Chevrolet still stamps out Camaros (at least for the time being). These new cars, which represent the hottest affordable new cars out there, are highly visible billboards to the hobby, and they serve as welcome mats to the next generation of potential hobbyists.

You don't have to look far to see hobbyists worrying about the "graying" of the hobby and what will happen to this wonderful lifestyle — and especially the cars — when all of today's hobbyists are gone. Like most of today's complex problems, there's no single, simple answer — there are many answers. One of those answers is the modern muscle car.

When Ford released the retro-styled Mustang for the 2005 model year, it revived the pony car and sent even fringe car enthusiasts stampeding to new-car auto shows and Ford dealerships for a closer look. Chevrolet and Dodge took notice, reviving their dead pony cars for 2010 and 2008, respectively. Young and old were entranced by what they were seeing on paper and on screens, and brand allegiance was again being built. These cars brought a new era of interest in new automobiles — one that hadn't been seen by dealers since probably the annual car introductions of the 1950s and early 1960s.

Now that these modern muscle cars have been around for a decade and longer, we can look out our driver's window and note who is passing by us in these cars. While the modern muscle cars still wearing window stickers seem to have seasoned individuals behind the wheel (the average age of the Challenger/Camaro/Mustang new-car buyer is in his or her 50s), the slightly used modern muscle cars seem to be driven by people 30 years younger. It's not surprising that 20-somethings can't often afford a new muscle car since the price tag seems to quickly climb quickly when optioning out one of these cars. However, such cars are susceptible to depreciation and that seems to put them in the price range of a new and younger generation of potential hobbyists. Powerful V-6 engines make new modern muscle cars affordable to younger enthusiasts, too, and I know several 20-somethings who have bought new V-6 Challengers (my 29-year-old brother among them).

It's a thrill to see established hobbyists welcoming these modern muscle cars to shows and clubs. In doing so, they are welcoming the next generation of potential hobby torchbearers while introducing them to the cars that started it all. And that's what it's all about.

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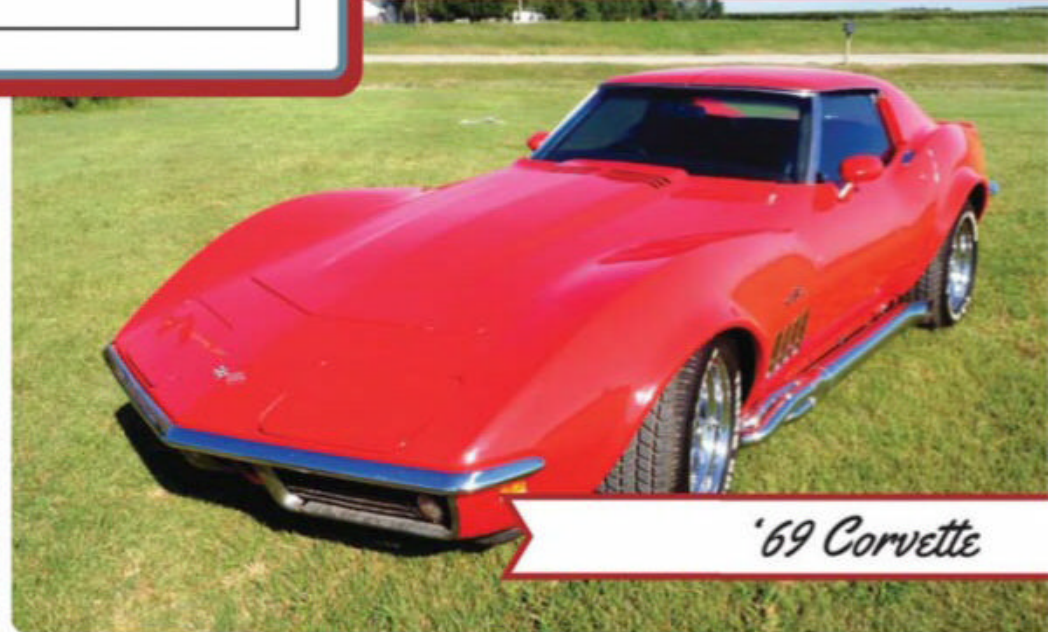
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Sound Your Horn



The sad fate of two old convertibles

Freshmen at Bradley University in Peoria, Ill., weren't allowed to have a car when I attended that school, so my father sold my 1951 Ford two-door with a 1953 Mercury engine. For my sophomore year, my dad replaced it with a 1953 Pontiac convertible. In December of my sophomore year, the Pontiac blew a head gasket. I had a friend who said he could fix the motor and we dismantled the top of the engine but, unfortunately, it snowed for a couple of days so the car was outside in the cold and snow.

At that time, I decided to transfer to NYU in New York City. So what did I do? I flew back to New York and left this great convertible in the street, never to retrieve it. I never even heard from anyone about the car again. Young kids do stupid things. Then my father bought me a bullet-nose 1952 Studebaker convertible and I proceeded to make a left turn in front of a cement truck with that car. It was the end of that car also.

Arnold Berns, Sarasota, Fla.

Buick conjures 'Special' memories

When I got to page 6 of my Aug. 22 of *Old Cars*, I suddenly found myself taken back 50 years to when I was a kid. The time machine used to transport me back to the 1960s was the photo of the of the little Buick Special. I then went straight to page 52 to read about this "baby" Buick owned and loved by Mr. Lehman.

My father owned a 1962 Buick Special four-door when I was a kid. It was 1966 and my father's 1952 Pontiac needed the automatic transmission replaced. My dad felt the repair was too expensive for a 14-year-old car and it was time to replace the good, old Pontiac. My dad, mom and 7-year-old me went to Rosenthal Chevrolet In Arlington, Va.

My dad was a World War II veteran and had moved to Washington, D.C. following the war to take a job with the federal government. In 1950, he married my mom and they moved to Arlington into a small duplex where I grew up. He

knew he would not be able to afford a brand-new car with my mom staying home to raise me, so we went directly to the Chevy dealer's used car lot.

The first car I remember he looked at, and decided to drive, was a full-size 1964 Chevy with "three on the tree." He said he did not want to go back to a standard transmission after having the automatic in the Pontiac for so many years. I will never know what drew his attention to the 1962 Buick Special, equipped with the same small V-8 engine as in Mr. Lehman's car, but something did. I do know we took the little Buick for a test drive. It was a medium blue with blue interior. I also remember how surprised my father was when he saw the factory air conditioning placed under the dash. All must have went well on the test drive and my dad must have been given a good deal, because that Buick Special came home with us.

I have many memories of going places in that little Buick. I remember my dad having a front tire blowing out while driving on the Capital Beltway; the drum brakes getting wet and then failing in New York City after driving through a large puddle during the 1972 funeral precession for my Uncle Vincent. My dad realized quickly what had happen to the brakes and was able to dry them and get them working again by riding them to dry them. While driving in Maryland, the rocker arm broke on the driver side of the engine and Dad limped that little V-8 the last 40 miles home. I can also remember all the neighbors being jealous of my dad for having the first car in the neighborhood with air conditioning.

My dad bought a 1971 Chevy Impala in 1973, but kept the little Buick a few more years as his drive-to-work car. That little Buick Special had well over 100,000 miles when he sold it for \$50 in 1975. My dad, mom and that little Buick Special have all gone from my life for far too many years. I want to thank *Old Cars*, Mr. Lehman and his '61 Buick Special for taking me back so many years. Take good care of that little Buick — she really is "Special."

Scott Petrini, via e-mail



Reader Wheels

Camran Nassiri, of Red Bluff, Calif., owns this nice 1990 Mercedes Benz 560SEC hardtop. "They were limited-production cars from 1986 to 1991; a total of 28,929, worldwide, were produced in those six years," he says. "In 1990, only 1,183 were imported to U.S. It has a V-8 engine with 238 hp, self-leveling suspension, limited-slip differential and was mostly hand produced. In 1990, it sold for \$82,000, the most expensive Mercedes-Benz that year. Mine has 189K miles and is my daily driver and has been in our family for 5 years."



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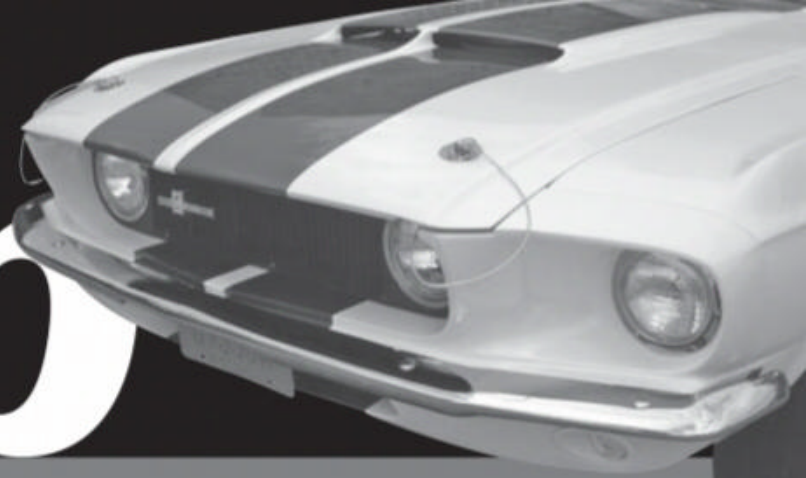
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The Scoop

Hobby News & Views



Hero 'Bullitt' to cross Mecum auction block

KISSIMMEE, Fla. — Steve McQueen couldn't buy the Mustang he drove in the movie "Bullitt," but now you can.

Mecum announced on Aug. 14 at its Monterey auction that it would offer the "hero" 1968 Mustang GT from the motion picture "Bullitt" at its 2020 Kissimmee (Fla.) sale, to be held Jan. 2-12.

The famous Highland Green Mustang GT that Mecum will offer is one of two used in the film, both of which recently emerged after decades in hiding. The "hero" car to be offered at Mecum

Fall Jefferson a Mecca for Midwest car buffs



JEFFERSON, Wis. — Madison Classics' 42nd annual Fall Jefferson Auto Swap Meet, Car Corral & Car Show will be held at the Jefferson County Fairgrounds Sept. 27-29. Visitors can browse more than 99 acres for collector cars, collectibles and parts. The show features more than 3,100 vendor spaces and hundreds of cars for sale. The Swap Meet and Car Corral both run all three days, while the car show is Saturday and Sunday only. This year's feature cars are convertibles, but all makes and models are welcome in the car show. Admission is \$10 per adult with kids 12 and under free. For information visit www.madisonclassics.com.



Weathered Wheels

Sonny Bokelmann spotted this former public servant — a 1940s American LaFrance — settling into the ground in the small village of Garland, Neb. "It belongs to the local volunteer fire department chief," Bokelman says. "It has been in the same spot for at least 18 years. That is how long I have lived just outside of town."



is an incredible survivor, remaining in very well-preserved and authentic condition. As also reported in *Old Cars*, the other Highland Green Mustang GT was the stunt car and was found shortly after the hero car in Mexico stripped and in derelict condition.

In the years after the film, McQueen repeatedly tried via U.S. mail to buy the hero Mustang GT he drove while portraying Frank Bullitt in several scenes in “Bullitt,” including in the film’s famous car chase scene. The private owner who just happened to buy the Mustang GT as a used car after filming turned down request after request by McQueen to buy the car.

The Mustang GT hero car is now in the hands of that buyer’s family, who took the car out of hiding and into the spotlight at the 2018 North American International Auto Show in Detroit. The car has since been shown with much fanfare across the country at select events.

In an Aug. 14 post on social media, Sean Kiernan wrote: “Through a lot of conversation and prayer my family and I have decided to sell our car, the 1968 Mustang GT fastback known as ‘Bullitt.’ I can promise that we have thought this through together and decided that this is the best decision for the family.

“‘Bullitt’ has been part of my family for 45 years and we have celebrated her in the grandest way possible, and now it will have a new role and new meaning to the future owner.”

The timing of the car’s sale comes more than 50 years after the 1968 film hit the big screen. The number of people who saw “Bullitt” in theaters is slowly being outnumbered by car enthusiasts who only saw it on the small screen, if at all.

Mecum Kissimmee is touted as the “world’s largest collector car auction.” In the months leading up to the auction, the “Bullitt Mustang” will be displayed at additional events such as Charlotte AutoFair, Mecum Dallas auction, SEMA and MCACN. Learn more at Mecum.com.

—Angelo Van Bogart

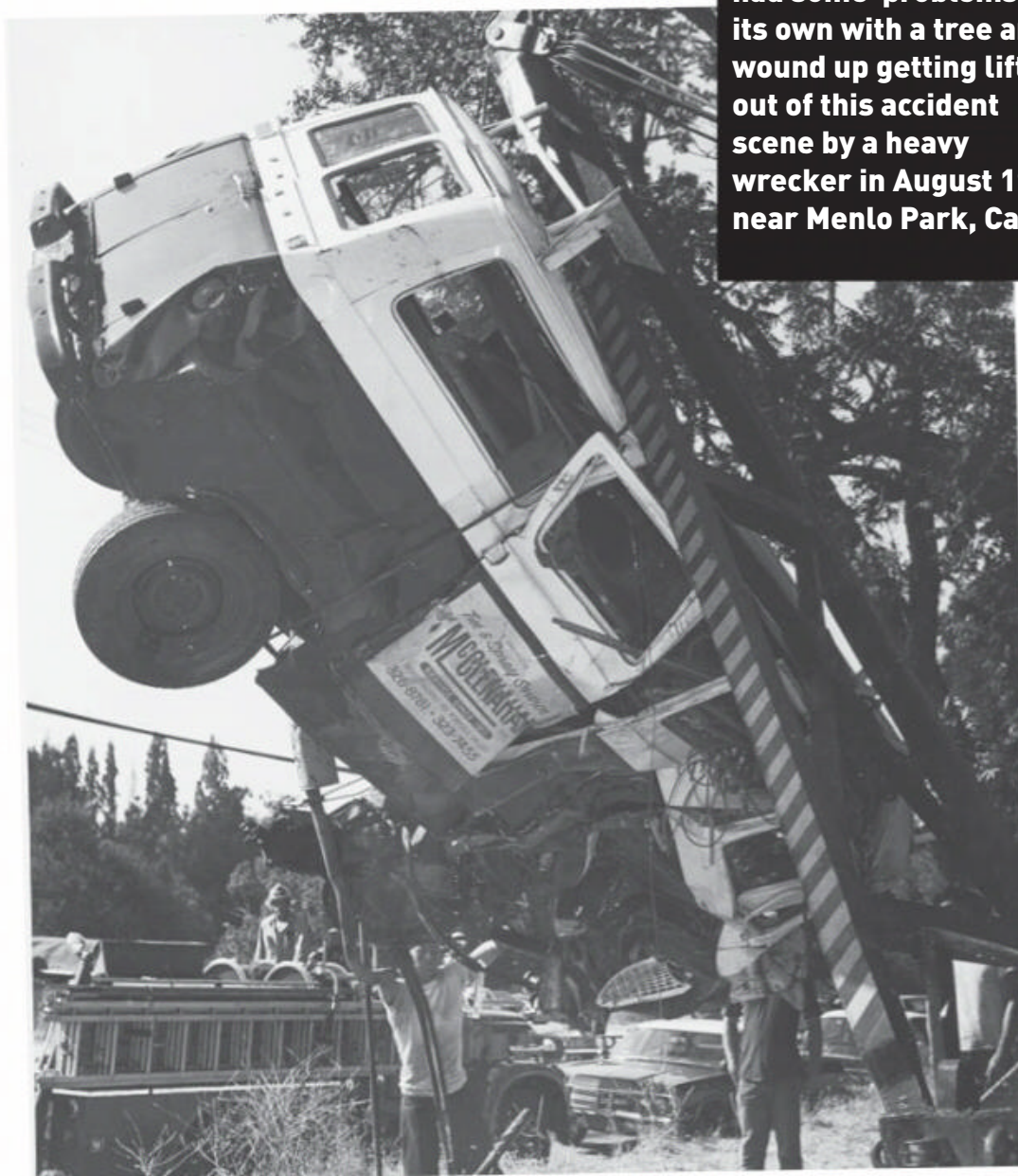
James Bond DB5 captured for \$6.4 million

MONTEREY, California _ RM Sotheby’s sold a famous 1965 “James Bond” Aston Martin DB5 Aug. 14 for a final total of \$6,385,000. The DB5, chassis no. DB5/2008/R, is one of three surviving 007 DB5’s as seen in “Goldfinger” and as used in the promotion of “Thunderball.” The car was built for Eon Productions and outfitted with “IMI6 Q Branch”-specified gadgetry. Fully restored by Roos Engineering in Switzerland, the car was presented in Monterey with all gadgetry fully functioning.



Wreck of the Week

This 1963 Ford Econoline van belonged to McClenahan tree and spray service. Apparently, the Ford had some problems of its own with a tree and wound up getting lifted out of this accident scene by a heavy wrecker in August 1971 near Menlo Park, Calif.



Rodman Bingham collection

Sonoma Speed Festival will be back for year two

SONOMA, Calif. — The Sonoma Speed Festival will hold its second annual event May 28-31, 2020, at Sonoma Raceway in Sonoma. The event will feature rare authentic racing cars spanning the history of motorsports from the brass era to the modern age competing on track, along with motorsport exhibitions, car shows and more. The debut festival featured more than 200 cars that could be viewed up close and at speed, including two rare Ferrari 250 GTOs competing on track; demonstration runs by the only winning McLaren F1 GTR Longtail; two ex-John Wyer Gulf Racing Porsche 917Ks; and two Gulf Racing Ford GT40s in competition.

“Our inaugural event was a smash hit with both fans and participants,” said Ryan R. Turri, general manager of the Sonoma Speed Festival. “We look forward to making this event even better for 2020.” Information will be available at www.sonomaspeedfestival.com.

'55 Chevy wreck kills driver

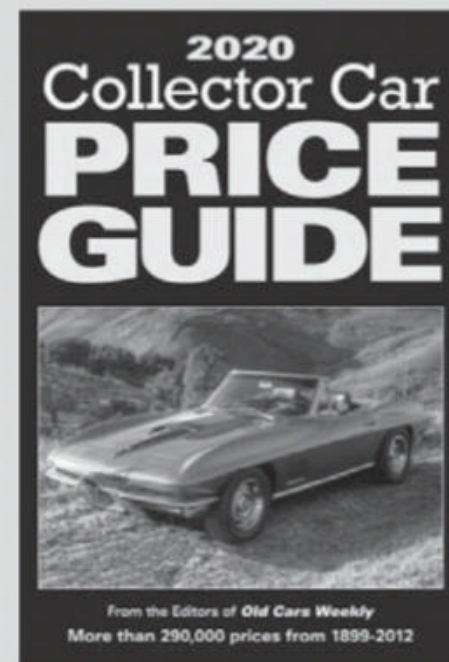
BOWLING GREEN, Ky. — A

southern Indiana man was killed Aug. 9 in Bowling Green after crashing his 1955 Chevrolet. Gerald Andres, 69, of Floyds Knobs, Ind., was killed about 5:30 p.m. Friday on Interstate 65 South near mile marker 26 after he lost control of the '55 Chevy and was ejected when the car overturned after hitting an embankment off the interstate. He was not wearing a seatbelt, according to police. Andres had been visiting Bowling Green for the Danchuk Tri-Five Nationals, a gathering of 1955-'57 Chevrolets.

Driver sentenced for parade wreck

THE DALLES, Ore. — A man who crashed his 1955 Chevy Bel Air during a vintage car parade in August 2018 has been sentenced to 45 days in jail with credit for time served. Ronald Madorin was also sentenced to two years of bench probation and was ordered to pay \$71,605 in restitution. Several spectators at the vintage car cruise were hurt after Madorin rapidly accelerated after a red light turned green, flipped and hit a parked car. The car then burst into flames and one person was critically hurt. Madorin pleaded guilty to assault, reckless endangering and reckless driving.

2020 Collector Car Price Guide



The BRAND NEW 880-page **2020 Collector Car Price Guide** contains more than 290,000 price listings across six price grades and spans 11 decades. And it covers nearly every mass-produced make and model sold in the United States: sports cars, imported cars, Classics and trucks. To get your copy, visit www.amazon.com or other major book retailers.



Reader Photo

George Masche's father was a Packard man and when George was brought home from the hospital in 1934, his father owned this impressive example, which appears to be a 1930 Packard 745 Dietrich convertible sedan. In 1937, when this photo of Masche chasing chickens on his aunt and uncle's farm was taken, the 1930 Packard was still in his father's possession. "He had three more Packards after the war: a 1947, a 1952 and a 1955. Growing up with Packards, how could I not be a Packard guy?" At present, Masche is having a 1950 Packard Golden Anniversary Custom Convertible restored. He hopes to be behind the wheel of that Packard sometime this year.





Foreign king was intrigued by early Jeepster

Editor Peter G. “Pete” Mozzone saw the importance of the news, albeit from 1948, when he blazoned it on the cover of a recent edition of *Jeepster News*, (Volume 53, Issue 5). The headline read, “First Jeepster ‘Fit for a King,’” and that statement rang true.

The cover shows three views of the proposed 1948 Jeepster at the Toledo, Ohio, plant being inspected by King Michael of Romania. If you recall geography, Romania is a Balkan country in southeastern Europe, with an intriguing history of wars and communism. The photos on the cover continue the tale inside the issue, with the same prototype Jeepster being given a close eye by the king, with differences from the production model (which added vent windows).

Prince Michael was named king in the summer of 1927 as a 5-year-old kid. He died in 2017 as “the only sovereign in the world who lived 90 years after the crowning,” said Mozzone. Truth be known, his father reclaimed the crown in 1930 but abdicated in September 1940, which was a time of war due to Nazi schemes.

Michael, at age 22, showed spunk by ordering the arrest of the country’s military marshal, who had sided the Romanian army with the Nazi regime. Mozzone added that the King’s decision put the army on the side of the Allies,

reportedly shortening World War II by some six months. In effect, that move saved “hundreds of thousands of lives.”

So, in 1948, it was good news for the king to pay a visit to see the prototype Jeepster.

He certainly had the time. The King’s future soured when, in 1947, he was forced into abdication and exile. He bounced around to Italy, Switzerland and England, owning five Swiss abodes during his life. He married in June 1948, so he and the envisioned new Jeepster had something in common with that being an important year.

The concept of a sporty Jeep (hence the Jeepster) still lingers in American history to this day.

Regardless of the maker, the Jeep and Jeepster concept have a long history. Still, Mozzone ponders

why the Romanian King came to pay his respects at the plant. Maybe a reader can solve that mystery.



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OC

VINTAGE AD OF THE WEEK

BY MITCH FRUMKIN

An advertising headline from New Year’s Day 1930 – “June-like starting in January” – rings as relevant to today’s motorists as it did nine decades ago. The message was a reminder to vehicle owners living in areas with freezing temperatures that Conoco service stations had switched from summer-grade to winter-blend gasoline. Conoco’s scientists explained that the winter-blend fuel was created to evaporate at low temperatures so that engines will crank over in colder climates. The black-and-white drawing at the top of the ad depicts a four-door sedan that’s partially covered in frozen slush while driving on a snow-packed street. This implied that only vehicles that used Conoco winter gasoline could partake in “extra quick starting — without extra cost.” In conjunction with the gasoline announcements, Conoco ran ads to promote its Germ Processed, 4-paraffin base motor oil, which was publicized to keep engines lubricated, no matter the driving environments or weather conditions. But in the winter months, Conoco reminded motorists that its gasoline and motor oil “takes off much of the curse of cold weather for the motorist.”

OC





Q. I found the Q&A regarding safe drivers' badges interesting (July 11). My grandfather used to get them from AAA (American Automobile Association) semi-regularly. He often bragged about them. This irritated my grandmother because she never got them and she did all the driving. Grandma even drove Grandpa to work and picked him up every day. I never remember my grandfather driving any vehicle.

— Randy Mattson, Forest Lake, Minn.

A. Well, your grandfather never had any automobile accidents, then, earning him recognition. Was the car registered in his name, perhaps, as well as the AAA membership? That could account for the apparent anomaly.

When I was sorting through some paperwork after my father passed away 20 years ago, I came across a registration certificate for a 1928 Franklin in my grandmother's name. I knew the family had a Franklin — several of them, actually. My father had said so, and we had some home movies showing the 1928 model. But my grandmother was very crippled by arthritis and I was skeptical that she ever drove. I asked my oldest cousin, who remembered her (Grandmother died the year before I was born). "Never," my cousin said, "nor did Grandpa ever drive." "Well, then, who did?" I asked. She explained our grandparents had a couple who worked for them. He was a gardener and chauffeur, his wife a cook and housekeeper. Why the car was registered to Grandmother and not Grandpa I'll never know. I do know that once they reached driving age, my father and his five siblings did much of the family driving, including taking Grandpa to

work. Prior to the Franklins, the family cars included a Packard Twin Six and a Model T Depot Hack.

Q. Can you, or any of your readers, identify this vehicle from an old family photo collection? Nothing is known about the vehicle make or model. Any help would be appreciated. Thanks.

— Jerry Jared, Springfield, Mo.



A. Well, somebody had an idea, because "Pontiac" is scrawled at the bottom of your photo. Unfortunately, although it looks rather "Pontiac-ish" (or perhaps "Oldsmobilian") from the late 1920s, it doesn't match up with any GM model I could find. Lots of independent makes produced cars such as this, but searches of Studebaker, Graham-Paige, Hupmobile, etc., failed to find that distinctive belt molding. Then I noticed that the gentleman is holding his hand in a peculiar way. He's not reaching out to the lady, nor is he resting it on a sidemount spare tire: the spare is mounted on the rear. There is no door handle near the rear jamb,

so this car must have "suicide doors," which open from the front. His hand is resting on the door handle.

That narrowed the search a lot. Hudson built many cars in the 1920s with suicide front doors; I have one, a 1925 Super Six Brougham. It didn't take long to find this car in some of my references. It's Hudson's companion make, a 1929 Essex coupe, and it matches im-

ages from advertising of the period.

That was a good year for Essex, which placed third, after Ford and Chevrolet, in sales. It was the last time an independent make achieved that high a rank until Rambler displaced Plymouth for 1960 (if Rambler could be considered "independent" in the 1960s, instead of just one of the "Big Four"). Hudson advertised Essex as "The Challenger" in 1929. This one surely challenged me!

To submit questions to this column: E-mail oldcars@aimmedia.com or mail to: Q&A, Old Cars, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481.

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Bob Ryan brought his yellow No. 5 1952 Kurtis 4000 from Maple Plain, Minn.



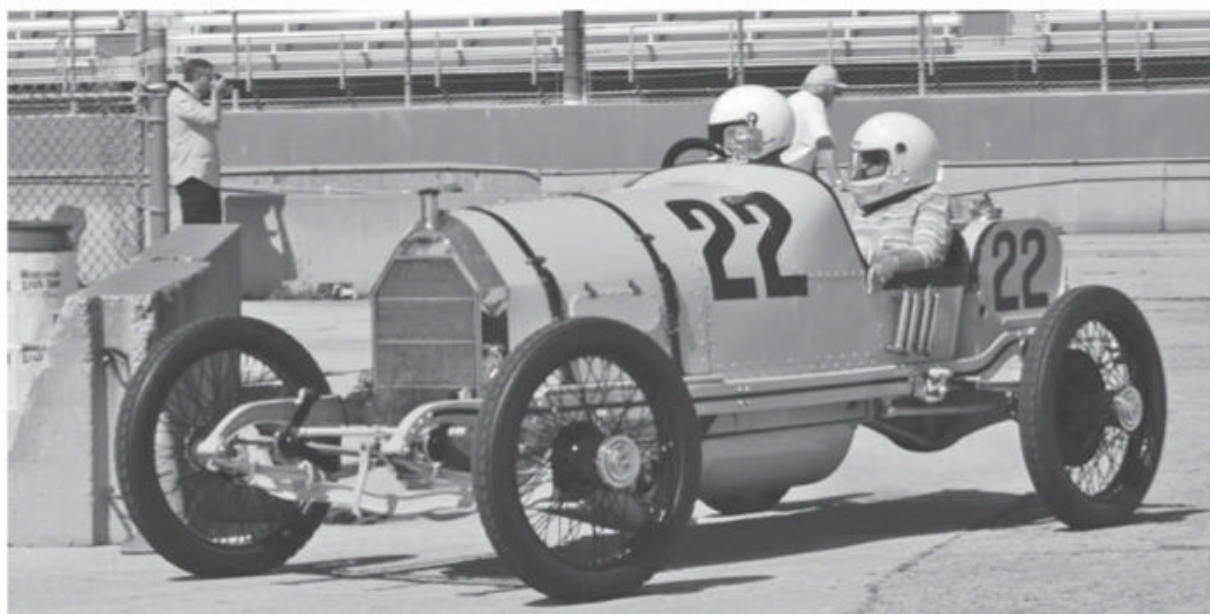
WHEN IT'S 'MILLER TIME' AT MILWAUKEE

Milwaukee Mile hosts 25th Millers at Milwaukee event

STORY AND PHOTOS BY JOHN GUNNELL

The 2019 Millers at Milwaukee Vintage Indy Car Event held in Milwaukee from July 12-13 marked the 25th annual meet. Harry A. Miller, a native of Wisconsin, is considered to have been one of the most influential race car builders of the 1920s and 1930s. The Harry A. Miller Club, which sponsors the yearly event, was founded in 1995 and the race car meet has been held since then. It takes place at the legendary Milwaukee Mile.

This year's meet drew approximately 50 cars from owners in 18 states. The field included cars that were once driven by such storied drivers as Ralph DePalma, Babe Stapp, Tommy Milton, Bill Holland, Joe Hunt and John Fray. A spe-



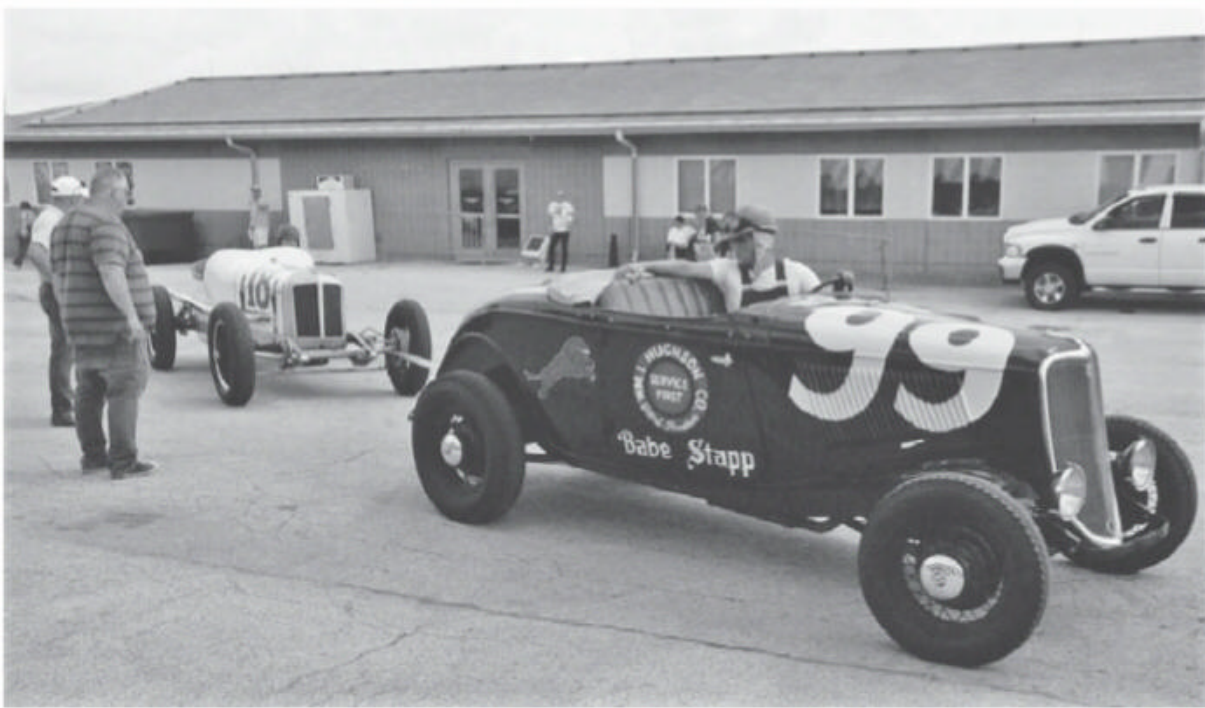
Car No. 22 is the yellow 1913 Mercer Indy Car that Ted Davis brought from Oklahoma City, Okla.

cial treat was a 1909 Locomobile "Cobe Cup" car brought to the Midwest event by Tom Malloy of Corona, Calif.

Auctioneer Dana Mecum — a huge supporter of the club — had seven cars entered in the event, including a unique Miller V-16 that finished the 1931 Indianapolis 500-mile race in fourth place. Another Mecum entry of particular

interest was a hot rod-style 1933 Ford roadster that competed in the Elgin Road Races in Elgin, Ill. According to the event program, the car was an Elgin winner and was on the pole at Indy in 1935 and 1936 with Rex Mays behind the wheel.

A 1930 Stutz owned by Carl Jensen of Vernon, Wis., stood out because of



LEFT: Bobby Green's 1933 Babe Stapp Ford Gilmore Cup car tows another racer.

BELOW: Robert Lederer's yellow 1914 Stutz Bearcat from Elk Grove Village, Ill. The oldest cars at the meet were three 1909 models: a Locomobile, an EMF and an Isotta Fraschini.

BOTTOM: Herb Lederer's 1957 Dayton Steel Wheel Special from Barrington, Ill., wears blue paint and No. 77.

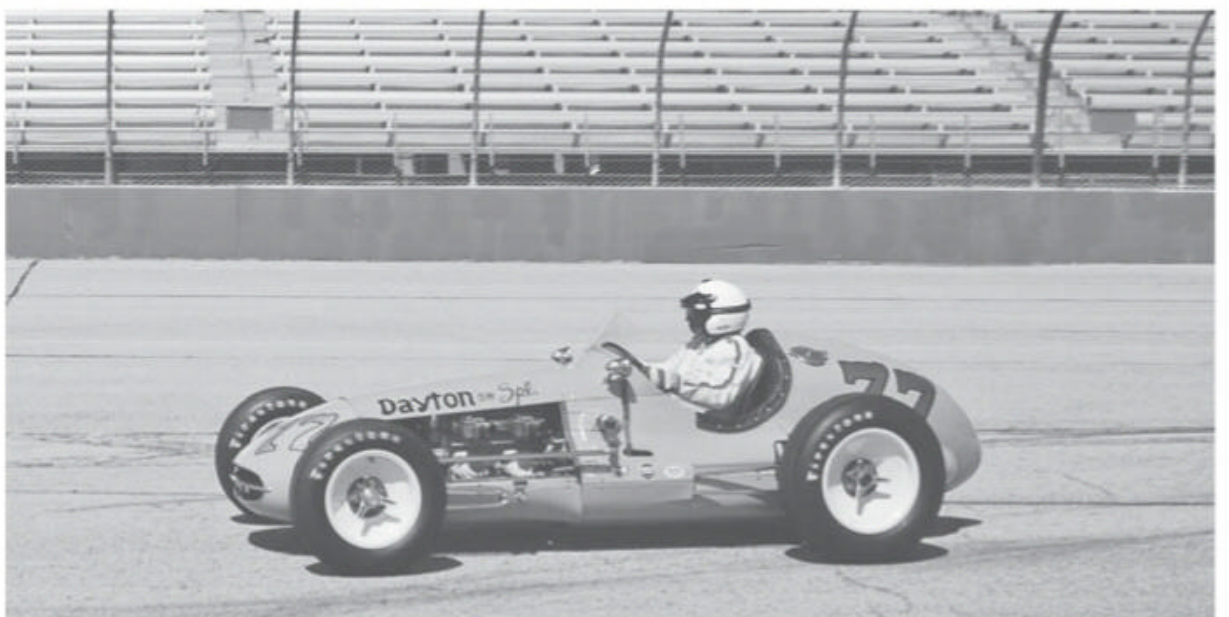
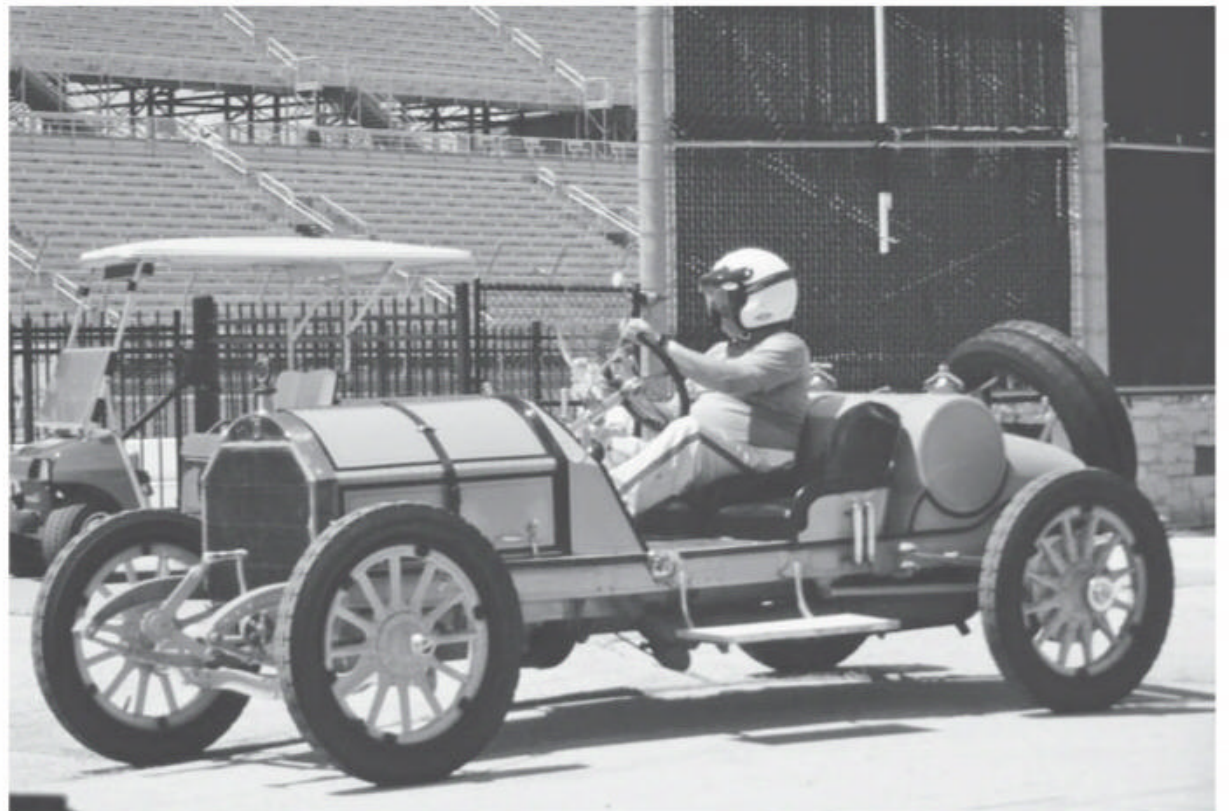
two racing helmets sitting on the rear deck of the otherwise stock-bodied roadster. Jensen and a friend donned the safety headgear when they took the yellow droptop out on the race track — a wonderful sight.

Ted Zamjahn of Hales Corners, Wis., brought a 1926 Type 37 Grand Prix racer to the meet, which was one of several Bugattis and Bugatti owners in attendance this year. Among them was Tom Clifford of Holliston, Mass., editor of the Bugatti Club of America's publication *Pur Sang*, who brought a 1929 Type 37A Bugatti finished in Bugatti's distinctive racing blue.

Another big supporter was Joe Freeman of Boston, Mass., who sent four cars to Milwaukee including the black 1960 No. 26 Joe Hunt Ewing roadster, the 1961 black No. 67 John Fray Upright Champ car, the Kurtis 500A Wolcott Special and the Auto Shipper 500A Offy.

There were at least eight of the high-prized Miller creations at the track, including the No. 2 1926 Miller 91 Perfect Circle racer of Tom Barbour; Jeff Decker's 1932 Miller 220 sprint car; Ralph DePalma's 122 Miller Special from Bobby Green; Bill Hoff's 1935 No. 23 Miller Ford; Tom Malloy's 1934 Miller-Burd car; Bob McConnell's No. 1 1933 Miller Red Lion; Dana Mecum's No. 27 Miller V-16; Mecum's blue 1934 No. 3 Miller-Sparks-Weirick Gilmore Special; Mitch Rasanky's 1928 No. 27 Miller Front Drive; and Carl Schulz's 1927 Miller No. 15 Miller 91 Boyle Valve Special.

Sponsors for the 2019 event included Bill Warner of the Amelia Island Concours d'Elegance, Bob McConnell of Gaslight Auto Parts, Tom Malloy/Ed



Pink Racing Engines, Dana and Patti Mecum, Racemaker Press/Joel Freeman; Phil Reilly & Co./Brian Madden; State Farm Insurance; and 12 Friends of the Miller Club donors.

The Harry A. Miller Club announced that its 26th Annual Meet will be held June 24-25, 2020, in Milwaukee. It's always a great (and rare) opportunity to see these cars in motion without an

overbearing crowd, and to speak with enthusiasts who intimately know these cars' historic importance.

Harry A. Miller Club

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WHAT'S HOT, WHAT'S NOT

Collector vehicle pricing trends going into 2020

STORY AND PHOTOS BY JOHN GUNNELL

Each year, *Old Cars* updates the annual “Collector Car Price Guide” book. This year, we noted some significant changes to the upside in the old-car marketplace, but it’s also important to realize that big increases in the “book values” can also be due to other factors such as changes in insurance coverages, increasing costs of restoration and new trends in the popularity of certain body styles or types of vehicles.

Let’s say you own a certain car that was valued at \$10,000 in the 2019 “Collector Car Price Guide.” Then, you buy the next 2020 “Collector Car Price Guide” and you see the value of the car has increased to \$20,000. You may say to yourself, “There’s no way the value of my car doubled in a year.” And you’d probably be correct. Part of the increase is probably due to an increase in value, but another part may be due to other factors. Here are some observations that can help you go into the year 2020 with 20/20 vision:

Insurance Changes

Years ago, there was a joke going around that went, “If you want to make a million dollars collecting cars, you have to start with \$2 million!” That was the attitude in the early days of the old-car hobby. Today’s collectors want to do all they can to make the money they spend on their old cars an actual investment, rather than an expense.

It used to be that collector car insurers would refer to a price guide and insure old cars for the values in the guide. Unfortunately, some people had the hypothetical \$2 million invested but were only able to get \$1 million worth of insurance coverage.

To keep customers happy, insurers developed “stated value” policies that allowed car owners to say, to a reasonable degree, how much coverage they wanted. The rates were then set according to that stated value. As a result, the person who wanted maximum coverage paid more to insure the same type of

car than the person who wanted to buy minimum coverage. Over time, this had a tendency to increase the book value of a certain car, since others like it were insured for a specific, but reasonable, amount.

Restoration Costs

There was a time when most old cars were Maxwells, Model Ts and curved-dash Oldsmobiles that could be restored at home by hobbyists. This kept the cost of a restoration down, since labor costs were not involved. Over the years, the cars being collected grew more sophisticated and more complicated. For example, it’s much harder to remove a ’48 Chrysler body from a frame that it is to remove a Ford Model T body.

In addition, restoration standards grew stricter, too. Cars such as Tri-Five Chevys zoomed up in value, but they had to be perfectly restored (or even over-restored) to bring the kinds of prices that would cost-justify the investment required to restore such a car.

Factors such as these created a field of professional restorers. This made restoration a more expensive proposition because it added labor costs, as well as normal mark-ups on parts. As happens in business, the increased costs were “baked into” the prices that collectors were willing to accept when selling their restored car. As when a rising tide lifts all boats, the more costs increased, the more collector-car values went up. However, that doesn’t change the fact that the



(above) This '53 Rover needs some work, but it has “something different appeal” today.



(left) Electrics such as this 1917 Milburn at The Automobile Gallery in Green Bay are going up in value.

cost of a restoration can often exceed the value of the restored vehicle.

What's hot and what's not

Of all the factors that affect collector car values, the “what's hot and what's not” dynamic can probably bring the fastest changes. Often, this is driven by the serious collector's desire to have something different than what other collectors own. It's the “only one like it here today” car or truck that really stands out at a show. For instance, at the recent World of Wheels event in Milwaukee, a man was trying to sell a 1953 British Rover that needed a complete restoration. Not too many years ago, potential buyers might have stopped making offers at \$600 for such a car, but the 2019 asking price was \$6,000.

According to a sign on the car, a Google search revealed that only 14 of these cars are registered in the United States today. The seller had also copied a page from some unidentified “classic car price guide” that indicated the average price of a 1953 Rover P4 Saloon was 11,500 British pounds (\$15,134). A large part of this car's appeal is that it will attract a lot of attention at a car show and it will probably be the only one there.

In revising the prices for this year's “Collector Car Price Guide,” we also noticed that the values of old station wagons are zooming. There are several reasons for this: 1) Station wagons generally had low to modest production totals; 2) Station wagons were not babied; they were frequently used (often to oblivion) and therefore they have low survival rates; 3) Certain especially desirable wagons such as two-door versions, woodies and those with fake wood trim are even rarer; 4) Station wagons often had the biggest engines and lots of options and accessories to add to traveler's convenience; and 5) Many of today's collectors fondly experienced station wagons during an impressionable period in their life (namely, childhood).

Popularity trends are often based on demographics, too. Four-door cars seem to be drawing more interest from young people getting into the hobby, and that makes sense. Four-door cars are still more affordable than other models, but another demographic is also at work. Younger people are more used to owning four-door cars because most newer

cars that they drive every day have — you guessed it — four doors.

Another pricing trend that's interesting, if not wide spread, is the growth of antique electric car values. At the RM Sotheby 12th Annual Hershey Sale last October, a 1912 Baker Electric Model W Runabout sold for \$192,500 and a 1917 Milburn Electric brought \$63,250. Prices being paid for vintage electric cars have suddenly been going through the roof and we feel that this is an outgrowth of modern electric car interest. You hear so much about electric cars on a daily basis that antique models are suddenly selling high.

As in any market, if you hit new trends just right and understand other factors that influence the market, you can make your collecting expertise pay off by buying low and selling high. Chances are pretty good that rising in-



Building a '48 Chrysler is harder than building a Model T Ford.

terest in station wagons, four-door cars and antique electrics has already been priced into the market, but other opportunities will arise as tastes and demographics change. So, look into your crystal ball and see if you can come up with something that's going to get hotter by next year. Then, ride the trend!

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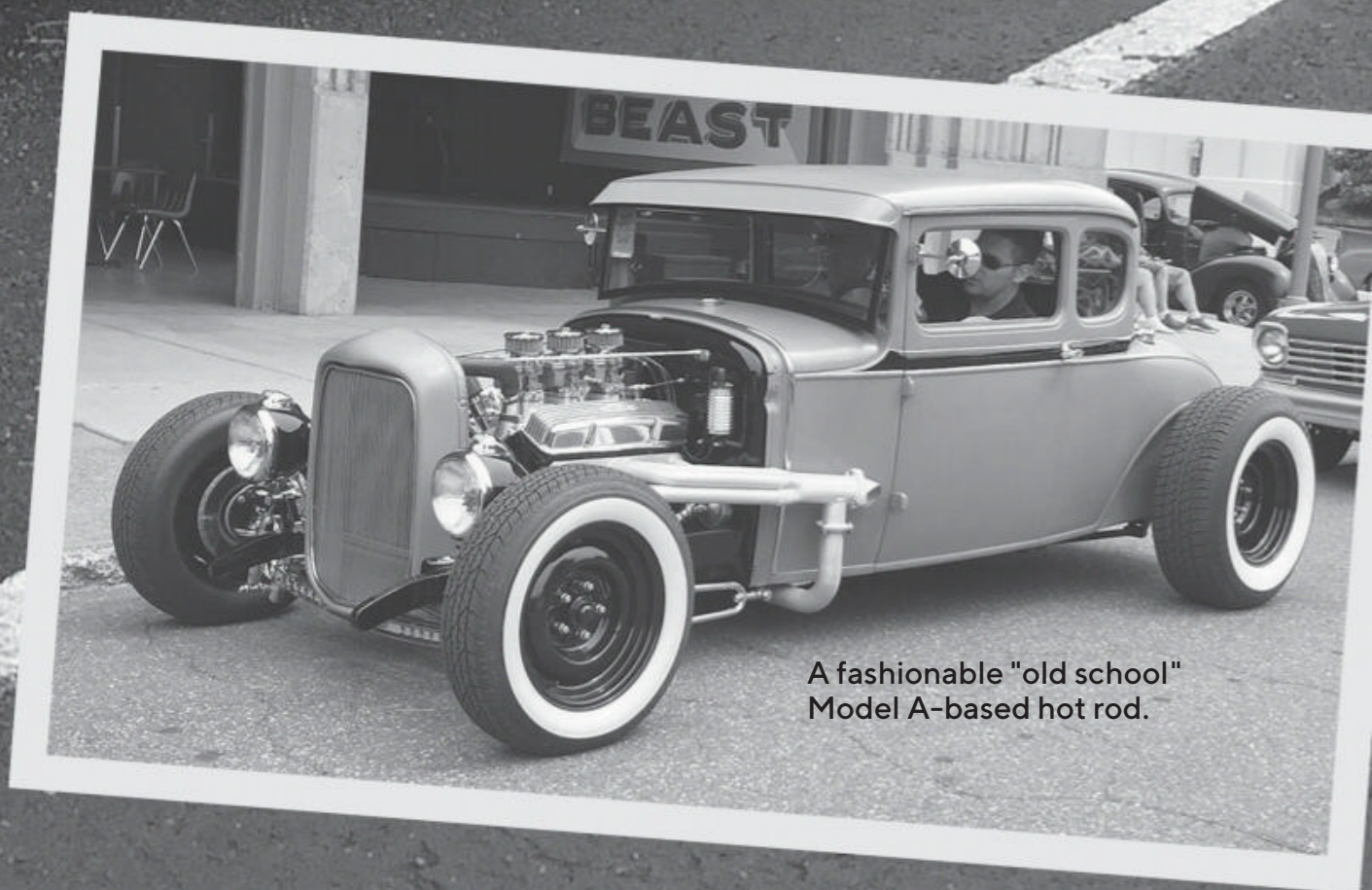
2019

**BACK
to the**

50s



Cars come far and wide to Back to the 50's in St. Paul; this 1961 Chrysler 300-G hailed from North Carolina.



A fashionable "old school" Model A-based hot rod.

St. Paul flips back the calendar

BY OLD CARS STAFF

For three all-too-brief days each June, the calendar rolls back to 1964 at the Minnesota State Fairgrounds. That's when the Minnesota Street Rod Association hosts its annual Back to the 50's event, which celebrates all vehicles built before the pony car came on the scene.



A super rare sight south of the border, this 1956 Monarch Lucerne two-door hardtop brought Canadian flavor to the event.

This year's 47th annual event was held from June 21-23 on the tree-lined streets of the fairgrounds in Falcon Heights, Minn. (adjacent to St. Paul). Approximately 11,500 gleaming stockers, chopped customs, fenderless hot rods, patina'd flatbed trucks — just about anything with four wheels built before the pony car era began — could be seen there. Some were restored, some were worn and many were built to the gills, but all were welcome, regardless of whether or not the owner is a MSRA member. That variety, the welcoming atmosphere of the club and the fairgrounds setting are what draws so many owners and their cars from across North America to Back to the 50's each year. It's also why the event has been voted "No. 1 car show in the United States" in an online *USA Today* poll for the last two years running.

Throughout the weekend, there's cruising, hundreds of hobby industry vendors, a separate swap meet, music from the fairgrounds' stages, fair food, a collector vehicle auction, hobby celebrities, kids' games and more. It takes more than 2000 volunteers to run Back to the 50's, but the popular event has a strong supporting club to make it all happen.

You can bet the cars and trucks will return to Back to the 50's next year. To learn more and register, go to www.msra.com. **OC**



A 1961 Studebaker represented the final year for fins on the Hawk.



1956 Ford Parklane sightings are rare, and two were parked next to each other at this year's Back to the 50's.



A 1940 Ford COE was united with a 1934 Ford for Bill Millette's crowd-stopping combination.



LEFT: Break downs happen, and this 1964 Ford was getting an impromptu axle repair during the event.



ABOVE: When is the last time you saw a 1962 Rambler two-door Club Sedan?



RIGHT: What do you call a Ranchero with a 1958 Edsel front clip and tail lamps? An Edchero?



ABOVE: Creative truck builders John and Judy Pazik paired a 1953 GMC COE cab with an extended-length pickup box.

LEFT: Oldsmobiles abound, and this year included Steve Olson's 1950 Oldsmobile 88 Holiday coupe.



TRIPLE BLACK THREAT

Rare all-black 1970 Mercury Cougar Eliminator

STORY AND PHOTOS BY AL ROGERS

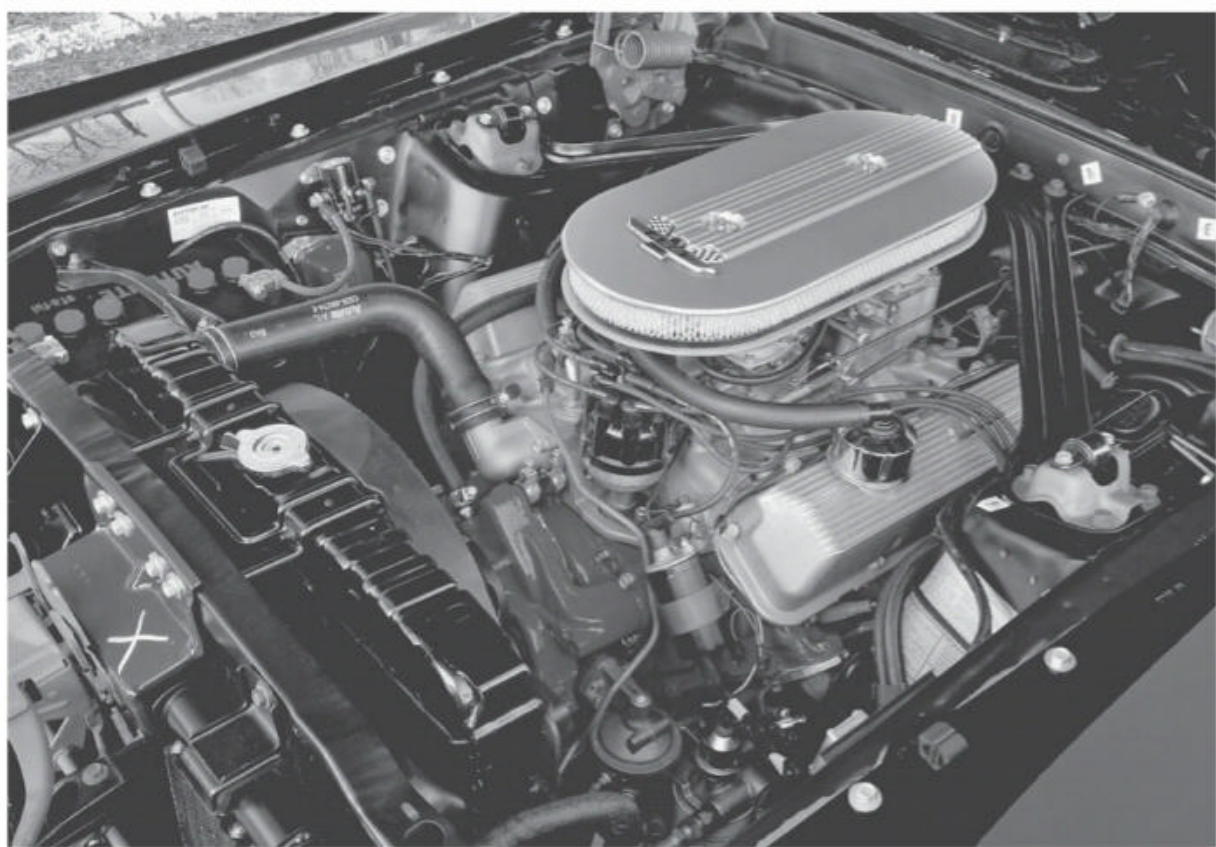
Running into a primo muscle car legend is rarely a Craigslist coincidence or a word-of-mouth barn find. It usually takes being in the know, especially back before people shopped for old iron on a screen hooked up to the world wide web.

Back in 1983, when Jay Williams was cruising to college in a swaggering 1969 Mercury Cougar Eliminator, die-hard car guys joined clubs to meet up with like-minded gear heads. The club pubs were where they got their news and their leads on potential purchases. It's how Williams first came upon this hyper-rare, all-ebony 1970 Mercury Cougar Eliminator.

"In 1983, I bought a 1969 Cougar Eliminator and joined the Cougar Club of America and that is why I was getting the newsletter," he said. "The '69 was my daily driver through college."

Shortly thereafter, in the fall 1986 edition of the CCOA's *At the Sign of the Cat* publication, Jim Rakowski's article about a mysterious black Cougar Eliminator appeared and Williams never forgot it.

Williams recalled that Rakowski was the registrar who chased and recorded all the known Cougar Eliminators built



The 428-cid V-8 under the hood of this 1970 Mercury Cougar Eliminator packs the dual four-venturi carburetors that were available at Mercury dealerships.

in 1969 (2,250 of them) and '70 (another 2,267), the only two years of production. During that run, the Cougar Eliminator was known for its special interior and exterior appointments as well as its powerful V-8 engine choices to back its tough image and name.

On the inside, Eliminators featured Hi-back bucket seats; specially finished

black instrument panels; a tachometer; elapsed time clock; and a visual check panel for both 1969 and 1970, with a few minor additional differences between model years.

Outside, standard 1969 and '70 Cougar Eliminator features included front and rear spoilers; a racing-style exterior mirror; bright rocker moldings; a hood

scoop; and a blacked-out grille. Black or white side graphics called out the Eliminator name and added some race cred, especially against the bright colors that most Eliminators were sprayed.

Eliminators were advertised in a very limited pallet of high-impact colors: white, bright yellow, Competition Orange and Bright Blue in 1969, and Competition Orange, Competition Yellow, Competition Blue, Pastel Blue, Competition Gold and Competition Green for '70. However, a handful were sprayed in other hues by special order. When this black '70 appeared at the Spring Carlisle meet, it set the Cougar world abuzz. After all, why would someone order black stripes on a jet-black Cougar Eliminator?

"[Rakowski] had gone in spring to the big Carlisle, Pennsylvania, swap meet and he didn't actually see it, but some friends of his that were there at the swap meet told him about seeing a black 1970 Cougar Eliminator," Williams said. "It had the 428 Super Cobra Jet and dual quad carburetors and they pretty much described the car and, well, at that time, he had never heard of — and nobody had ever heard of — an Eliminator painted black. They were supposed to be only a few specific colors selected by the factory, but it was possible to special order cars in any color, but up to that time, nobody had heard of an Eliminator in that color."

In addition to the non-standard dual

carburetors and jet-black paint, the Cougar at Carlisle was missing a Eliminator-only feature that helped smokescreen its past from the pros.

"That car had a standard gas filler door while Eliminators had a special one, so they decided it was a fake.

"Sometime after that, [Rakowski] got a call that [a club member] had bought a black 1970 428 Super Cobra Jet Eliminator at Carlisle, so Jim's response to him was that it was a fake. Well, the guy didn't think so; he didn't want to think he bought a fake car, so Jim told him how he could get a copy of the factory invoice through a Lois Eminger and a few other telltale things he could tell to document the car."

So, the guy that had bought the car spent the summer getting the invoice and he even tracked down the original owner. When he got the copy of the invoice, yes, it was a real Eliminator 428 Super Cobra Jet and it did have the special-order paint on the invoice. And also, the original owner had confirmed that the dual quads and the solid lifter cam and some racy stuff had, in fact, been installed by the dealership so Mr. Rakowski took all that info that had been gathered up and put it in this article that I read in 1986. The article, it really stuck with me, and that sounded like the genius car in the world. Big Block, dual quads, Drag Pack, four speed, black — this car just sounded really, really cool. As far as I was concerned, it was the

ultimate Cougar; the Cougar I'd have bought if I hadn't been six years old when it was built."

From college in Oklahoma, Williams followed the saga of the slick black '70 Cougar Eliminator on the pages of *At the Sign of the Cat*. All the while, he never expected to lay eyes on it, much less see it parked in his garage, but fate had a plan.

"In my last year of college, I learned that a guy I knew in Oklahoma had bought the car, and the Cougar community, in the days before the internet, was pretty tight knit, so it wasn't a secret that this guy had this car," Williams said. "I got in touch with him and went to see this car that I had read about and thought was so neat.

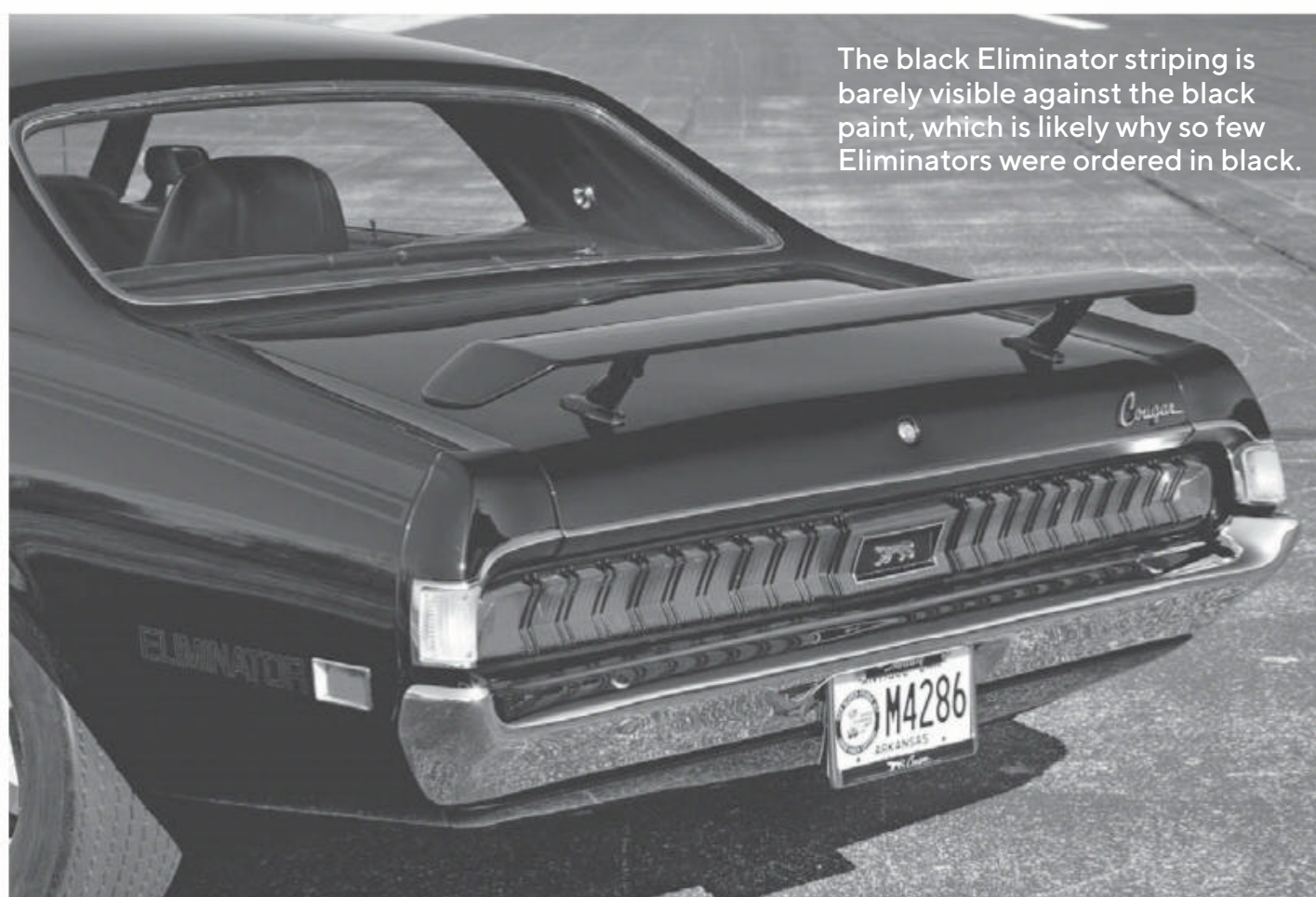
"At that time, I asked him if he had any plans to sell it. He said he probably would. His idea was to do some restoration and turn around and sell it, and I asked if he would consider selling it 'as is' and he said, 'Yeah.'"

The sum that the would-be seller tossed to Williams was all the money in the world for an Eliminator, and certainly more than a college student would have stashed under the bunk in his dorm. Williams had to pass on the car, but it never fully left his mind.

A few years after Williams graduated from college, passed the bar exam and his job went from being probationary to permanent, his thoughts turned back to the black Eliminator. That was in 1989.

"I was single and didn't have any dependents and expenses, so I was feeling good compared to my broke college school days and, long story short, we made a deal and I bought the car."

Getting the car was just half the battle. While complete and in decent condition, the Cougar Eliminator still deserved a quality restoration. However, Williams wasn't feeling all that plumb in the wallet right after dishing out the dough to buy the muscle car. Then family priorities leapt in front of the Cougar Eliminator and it



grew dusty as Williams married, moved while chasing new job opportunities and life in general took precedent.

“In the meantime, I bought a lot of parts and did a lot of research and just drug it around with me, basically without accomplishing a whole lot.”

While he may not have got a lot done on the actual car during that time, Williams learned a lot about his car’s unique past and features, all of which would help him when it came time to authentically restoring it.

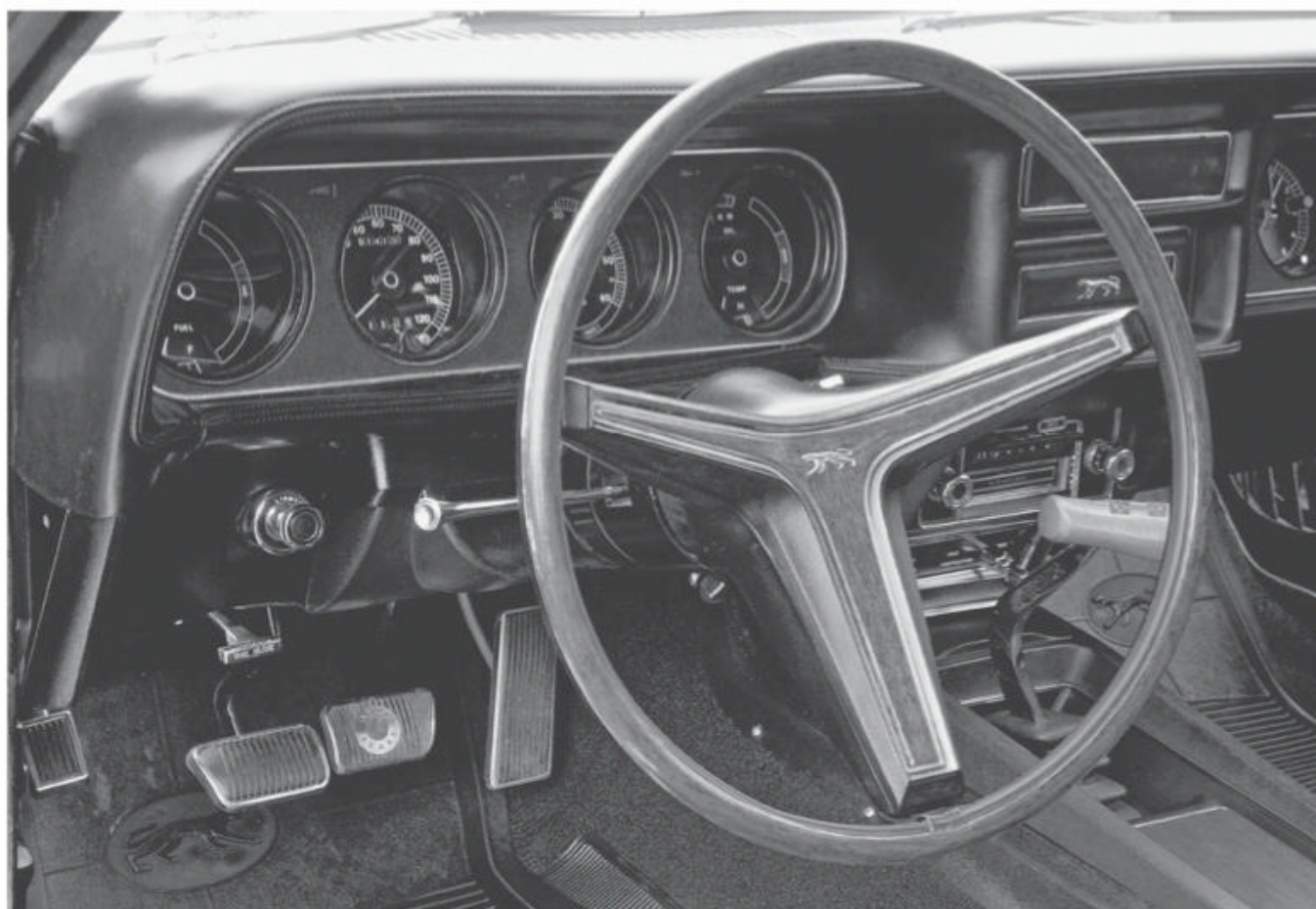
The details that Williams confirmed or learned included the car’s original purchase from dealer B.A. Jewell Lincoln-Mercury of Pennsgrove, N.J., which is now defunct, and the identity of the original owner, whom he interviewed. The owner verified that the car’s original (and desirable) 428 Super Cobra Jet received a “day two” hop-up right in the garage of B.A. Jewell, which added the dual 4V carburetors and solid lifter camshaft.

According to a 1968 *Car Craft* article, FoMoCo had intended to install the dual-quad 427 set-up on at least 50 428 cars to homologate the package for racing in two of the NHRA’s super stock classes, but that never came to pass for 1968. Instead, Ford Motor Co.’s Autolite Parts Division offered through dealership parts departments a dual-plane intake manifold kit with carburetors and linkage for doubling the venturi of the 428. (A less streetable single-plane dual-carburetor intake manifold was also available, but since FoMoCo did not offer this intake within a kit, buyers had to order the parts individually.) FoMoCo could easily offer the dual-carburetor setup since the parts were off-the-shelf 427 components, and each already had a part number.

Car Craft added that the dual-carb setup on the 428 was tested on driver Ed Terry’s 3300-lb. Super Stock Mustang at Lions Drag Strip and the car’s elapsed time dipped into the 10-second territory: 10.94 seconds at 125.86 mph. According to author Don Green, that was enough to beat the SS/F and SS/E records, which were at 11.21 and 11.10 seconds, respectively.

The 428SCJ in Williams’ Cougar also received a set of headers and a Ford dual-point distributor from a 427.

“Although the latter two modifications were not specifically documented



Inside, the 1970 Cougar Eliminator sports a black interior that includes the sporty three-spoke steering wheel and a full complement of gauges.

as being installed at the same time, it makes sense that they would have been, and I elected to keep the engine in that configuration,” Williams said.

While the dual-carb set up may be his Eliminator’s most exotic feature, it’s an otherwise well-optioned car with a list of options that would be impressive on any Eliminator: 428 SCJ with the Drag Pak; 3.91-geared and 31-splined Traction-Lok rear axle; four-speed close-ratio transmission; Ram Air induction; console; power front disc brakes; rear window defogger; AM/eight-track stereo radio; decor group; deluxe belts; protection group; F70x14 raised white-letter tires; and courtesy lamps.

According to its Marti Report, Williams’ car is one of 32 1970 Cougar two-door hardtops built with a special paint/trim code. From his years in the Cougar club, Williams knows of a total of three originally black 1970 Cougar Eliminators, but records don’t definitively state how many were originally painted that color by the Lincoln-Mercury Division. Williams does know his special Eliminator was ordered through the Philadelphia Ordering District on Oct. 20, 1969, and built about a month later at Dearborn on Nov. 28. It was sold on Dec. 1 and was probably the only one like it sold for the 1970 model year.

“When Kevin Marti ran the numbers, he determined it was a ‘one of one’

car even without taking the special paint into account,” Williams said. “That’s not too surprising since ’70 Super Cobra Jet cars are pretty rare to begin with, and since the Drag Pak option was intended to appeal to racers, most cars so equipped are pretty bare bones. This car, on the other hand, came loaded: decor interior, courtesy light group, eight-track stereo, Deluxe seatbelts, sports console, rear window defogger, etc.”

Regardless of exactly what the Marti Report stated, Williams was already dedicated to his Eliminator and its restoration by the time he received the report. Although he had restored several cars, including the 1969 Eliminator that he drove to college, he left the bulk of this restoration to the professionals at Billups Classic Cars in Colcord, Okla. Employee Jack Gyll was charged with the tear down, sheet metal and body work and a majority of the reassembly. Casey Kelly completed the suspension detail, carburetor and paint detailing. Skeeter White applied the exterior paint while Tommy Gyll and Jason Billups applied the underbody paint. Gerald Billups built the 428 Cobra Jet Engine.

The crew tore into the job in 2016, but Williams wasn’t totally hands off: he completed the disassembly work, such as pulling the engine and transmission, and restored various sub-assemblies including the console, steering wheel,

gauge clusters and several other smaller components.

Many of this car's original and hard-to-find parts remained in good condition, but he still had a list of parts to chase down. Fortunately, the hobby had evolved since Williams bought his Eliminator in the 1980s, and now there are more venues for parts hunting beyond club publications and swap meets.

"[The bumper guards are] really common on '67 and '68 Cougars, but for some reason, were rarely ordered in '69-'70," Williams said. "They're rarely seen on Eliminators, but this car was ordered with the 'Appearance Protection Group' which, along with things like rubber floor mats, included front bumper guards. Mine were missing though, and I didn't realize it was supposed to have them until the restoration was un-

listed as a Mustang/Cougar part, I might not have been able to afford it. As it was, it kind of slipped under the radar and I was able to get it at a reasonable price."

While the goal of the restoration was to make the Cougar Eliminator look like new, it wasn't to bring it to the specs with which it left the Dearborn factory; it was to bring it to its "Day 2" condition when it left B.A. Jewell Lincoln-Mercury and was driven into its original owner's hands.

During the restoration, the Eliminator was given a stock-type dual exhaust system, but with larger-diameter pipes and cut-outs for the headers, fabricated through the talent of Russ Engman of Muskogee, Okla. While the engine was being rebuilt, it was discovered that the original heads were gone, but had been replaced on the original engine block

with at least one question: Why would someone load up an Eliminator with performance *and* luxury options, but choose the base (and relatively boring) 14x6 steel wheels with hubcaps? His educated guess was that the owner had aftermarket mag wheels in mind for the car and didn't want to spring for Merc's fancy Cougar wheels, which would have been a waste of money on what was already an expensive car. The Eliminator package added 10 percent — \$310.90 — to the Cougar two-door hardtop's \$3114 base price, and that was before any additional options. This Cougar was already stickering at \$4649.70 when it landed at B.A. Jewell Lincoln-Mercury, and that was before the dealership added the trick "day two" features.

"Given the way [the original owner] worked the order sheet otherwise, I surmise that aftermarket wheels and tires were always a part of the plan," Williams said. "I don't know what he might have installed, but 'Fast Eddie' Schartman ran Spyders on his factory-sponsored Super Stock Cougar, and I've always loved the way they looked. I picked up this set at least 15 years ago, saving them for the day the car would be ready."

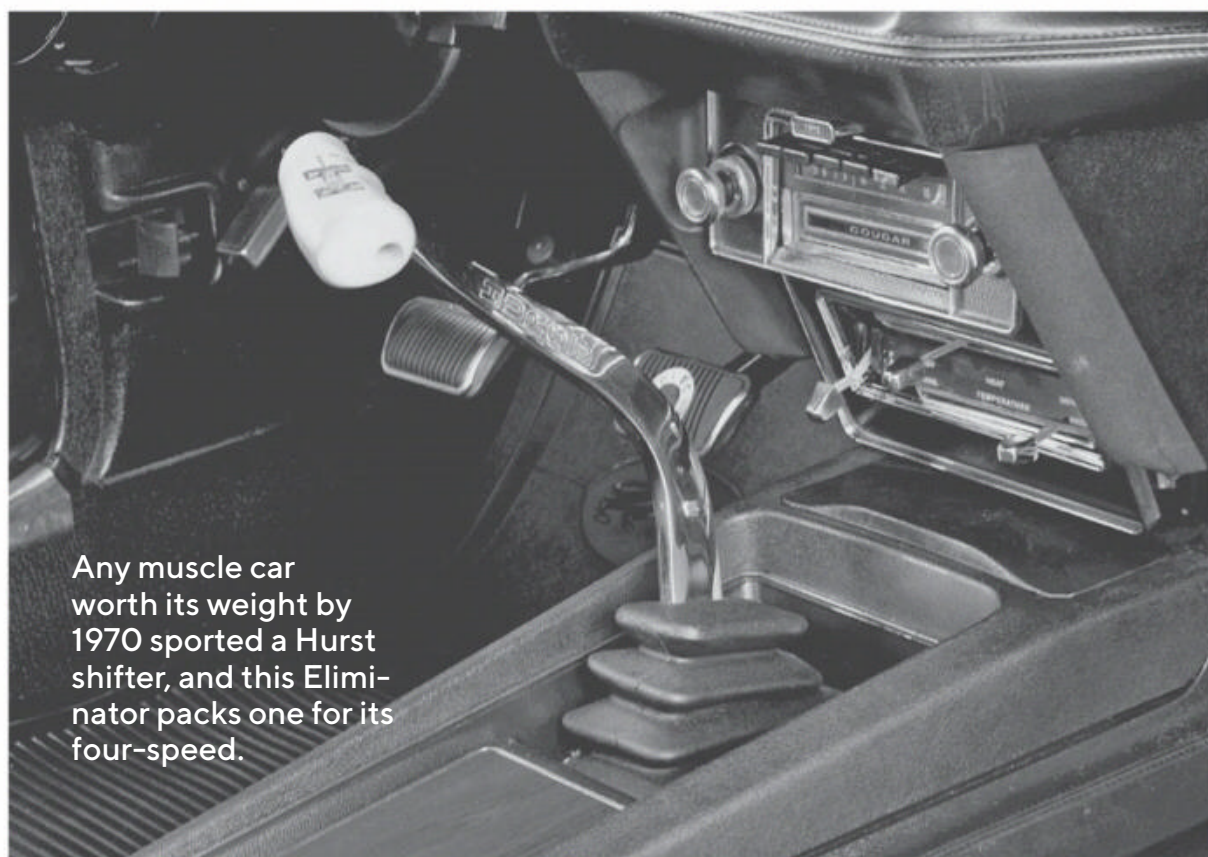
Today, those 15-inch Motor Wheel Corp. Spyder Sports Wheels are the Eliminator's only exterior modification on a restoration just finished in March 2018.

Although he opted for a down-to-metal, nut-and-bolt restoration, Williams has set his sights on chasing elapsed times more so than chasing chintzy trophies.

"I don't really expect it to win a lot of awards though, and didn't build it for that," he said. "The 'day two' period modifications pretty much take it out of contention in the stock classes, and without a wild paint job and custom interior, it doesn't really fit with the modifieds. It's its own thing, and I'm OK with that."

"It's important to me that the car be fully functional and drivable, and not a trailer queen, and the folks at Billups were fully supportive of that," Williams continued. "Short-term, I'd like to take it to a few events and show it off a bit before putting some long-distance miles on it."

"Some quarter-mile trips are definitely in my plans, as well." **OC**



derway. It turns out that the '69-'70 Cougar guards aren't shared with any other years or models, aren't reproduced and aren't available from any of the Cougar parts vendors across the country. I even watched eBay for a couple of months without a set popping up. I finally found a restorable set via word of mouth on a parts car in Sand Springs, Oklahoma.

"Another surprisingly hard part to find was the transmission mount," Williams added. "Turns out that the mounts used by big-block and small-block cars are different, and the big-block style aren't reproduced. Good originals are scarce, but in this case, I did find one on eBay. The seller was apparently parting out a big-block Torino and didn't realize the mount fit other cars. If it had been

by correct Cobra Jet/Super Cobra Jet units. That bit of knowledge helped Williams decide to up the car's performance quotient.

"While somewhat disappointing, I didn't feel any guilt sending [the heads] out to be ported and rebuilt by Kuntz & Company of Arkadelphia, Arkansas," he said.

During the restoration, the reason for the standard Cougar gas filler door was answered. The car had apparently been damaged in an accident back in the day and a standard Cougar gas filler door was installed. It's likely a rare Eliminator filler door with the prowling cougar outline couldn't be sourced.

While the build sheet explained a lot about the car, it also left Williams



Ford for '54

Dearborn's unrecognized hero

It was the start of a new year when on Wednesday, Jan. 6, 1954, the brand-new Fords were placed on public sale. To the untrained observer, these attractive new cars were little more than face-lifted 1953 models. But 65 years ago, those incredible 1954's won a lot of new customers for Ford and kept them firmly in second place against Chevrolet due to smart styling and innovations under the hood and to the chassis. In advertising, Ford billed itself as "The Standard for the American Road!"

By far the most important innovation was Ford's first overhead-valve "deep-block" V-8 engine. Marketed as the "Y-Block" V-8, it had a displacement of nearly identical proportions as the famous flathead V-8. With 239 cubic inch-

es, the horsepower rating jumped from a hard-squeezed 110 hp to a healthy and conservative 130 hp. Featuring a "double-decked" intake manifold that allowed for a better fuel-air mixture to flow to the combustion chambers, the engine produced more power than any Ford V-8 before. This second-generation Ford V-8 was a vast improvement over the trusty Ford flathead and Ford was still the only low-priced American car to even offer a V-8 engine.

Not all Ford buyers wanted a V-8,

and Ford's overhead-valve inline six was also improved for 1954. While the innovative "Mileage Maker-Six" had been introduced in 1952, its full potential was artificially held back for its first two seasons. Originally released at 215 cubic inches, it was de-tuned to produce just 101 hp. (It would have been unwise for Ford to promote a six-cylinder that outperformed its V-8 engine.) But in 1954, the six was taken to its originally designed 223 cubic inches and rated at 115 hp. So reliable and well-engineered was

Sharp 1954 Ford Victoria hardtop, one of 95,464 produced that year, is owned by Ed Lomax and is finished in Snowshoe White over Killarney Green metallic. (Photo courtesy of owner)



LEFT: Seen at the Power Big Meet Sweden, this 1954 Ford Customline Fordor sedan was a knock-down export unit that was assembled in Copenhagen, Denmark. (Photo by the author)

RIGHT: One of 13,344 produced, this 1954 Ford Skyliner "glass-top" hardtop, presented in Cameo Coral over Snowshoe White, is owned by Mireilli Marquis. (Photo courtesy of owner)

the Ford six that many customers opted for the better mileage and improved power under the hood. Ford even offered this six under the hood of law enforcement vehicles for agencies that didn't need the ultimate in power and speed.

Ford's other major improvement for 1954 was an all-new ball-joint suspension. Designed and developed by Earl McPherson, the same man who brought Ford a strut suspension for lighter cars that would be adopted by the industry, this new full-size Ford system incorporated ball joints that were sealed and impervious to the elements. Loaded springs compensated automatically when minor alignment issues affected the steering. The inner ends of the control arms were rubber bushings that cushioned the ride plus made for quieter operation. With this new suspension, only four lubrication points were required instead of the older kingpin suspension's 16 points.

Ford offered a total of 14 models in three different series or trim levels. Entry-level or fleet buyers looked at the basic Mainline, which offered three passenger-car models, while the Customline, the most popular series for 1954, also featured three passenger cars. For those looking for a little upgrade in life, the Crestline series featured a Fordor sedan, Sunliner convertible, Victoria two-door hardtop and the innovative Skyliner "glass top" hardtop with a Plexiglas insert for the front half of the roof.

Station wagons were also a major part of the Ford lineup up with the Tudor Ranch Wagon trimmed on par with the Mainline. The upscale Customline wagons also included a Tudor Customline Ranch Wagon and the four-door Country Sedan that was aimed for growing postwar families. The Country Squire wagon was aligned with the Crestline series and trimmed with simulated wood rails and paneling. Al-



though technically a commercial vehicle, the Courier sedan delivery was based on the Ford station wagon chassis, which effectively made 15 models in the passenger vehicle line-up.

New for 1954 was the Astra-Dial Control Panel which grouped all the important gauges directly in front of the driver. A Plexiglas dome over the speedometer, which was placed at the top of the dashboard, allowed for daylight to illuminate the numbers and speed indication needle during the day while specially designed diffused lights lit this important indicator at night. This year, the oil pressure and charging systems were monitored by lights that flashed red when there was a problem. While true gearheads still appreciated an actual gauge, the motoring public seemed to adapt to the "idiot lights" quiet easily.

More than ever before, 1954 presented a growing list of Ford factory options such as "Master Guide" power steering and "Swift-Sure" power brakes. Power lift windows and four-way power seats were also installed. Other accessories included tinted glass, back-up lamps as well as lighting for the luggage compartment or under the hood. One item that was offered, but rarely installed, was a transparent panel in the forward center section of the convertible top, emulating the Skyliner effect for the convertible. For this option, as well as the Skyliner hardtop, a zip-in liner was offered to block out the mid-day sun and keep the occupants from baking like potatoes. According to production records, just 1,027 Sunliners received the optional transparent convert-

ible top panel and it is so rare today that many 1954 Ford historians have never seen one, this writer included.

For United States production, 1954 Ford passenger cars were assembled at 15 plants across the country. Model-year production totaled 1,165,942 units in the United States with another 6,404 Courier sedan delivery models also assembled. The Dearborn, Mich., plant was the top producer of 1954 Fords with 135,822 units, including Courier models. Dallas, Texas, was a close second with 102,230 including Couriers. Richmond, Calif., built the fewest 1954s, but this was due in part to the closing of this facility as northern California production was shifting to the new San Jose plant in nearby Milpitas. At the Chester, Pa., plant, a total of 11,640 Fords for 1954 were assembled and prepared for export. Several other plants also prepared cars for export in both knock-down format or as built-up units that were sent around the world. In researching this article, another interesting fact for 1954 Ford was finding out that 7,026 Customline Fordor sedans were fitted with the upscale Crestline Fordor sedan interior!

Ford for 1954 was an impressive year for sure, and today a dedicated group of owners and admirers make up the 1954 Ford Club of America. We would like to thank several of their members for offering photos of their cars for this article.

**1954 Ford Club of America
12471 E. Summerlin
Conroe, TX 77302
www.1954ford.com**

OC

TRANS AM *Keeper*

STORY & IMAGES
BY BOB TOMAINE

Life with a low-mileage 1979 Pontiac Trans Am

Marc Wittman knows that his father gave him some excellent advice three decades ago when he told him that he should keep the 1979 Trans Am he'd just bought.

"My dad was the one who told me, 'Marc, every car you have, you wreck. Try to save this car,'" Wittman recalled.

"I was like, 'Dad, what?' He said, 'I'm telling you this car will be worth something in time' ... and in the time that went by, the car still went on and I kept it in my mind to hold onto it. Here it is in 2016 and it's still the original paint. I have all the paperwork, the eight-track, everything that came with it. When I got the car from the original owner, it was

the way the car is today except for the tires."

Building to Pontiac excitement

Those who know muscle cars know that his 1979 Trans Am is a 10th anniversary car, but even in 1969, the new



Trans Am had a solid family history on which to build. Into the early 1950s, Pontiac had been a respected car whose virtues generally included value and quality, but not performance as it relied on flatheads exclusively through 1954. By that time, Cadillac and Oldsmobile had launched a new era with oversquare, overhead-valve V-8s that dated to 1949. Competitors quickly followed and in 1955, Pontiac and Packard became the last American manufacturers to drop their flathead straight-eights in favor of modern V-8s. Each already had experience with V-type engines — Packard with V-12s and Pontiac with its 1932 V-8 based on Oakland's design — but the world had changed and high performance was now almost a necessity.

Pontiac entered the 1955 model year with a 287-cid V-8 good for 180 hp and designated it the “Strato-Streak.” As America grew increasingly fascinated with flight and flight-related technology, “Strato” was a good choice, bringing to mind images of Boeing's Stratoliner and its later Stratojet and Stratofortress. For those who didn't quite get it, ads used words such as “sensational” and “mighty,” but for those who did get it, advertising also noted that “with the low extra cost four-barrel carburetor, the Strato-Streak delivers 200 hp. It's the most modern, most advanced engine you can buy.”

It was new for 1955, as were other “most modern” V-8s from Packard,



Wittman's Trans Am sports the 220-hp Pontiac 400 c.i.d. V-8 as denoted by the 6.6 liter decals on the “shaker” hood scoop.

Chevrolet and Plymouth, but more importantly, the Strato-Streak V-8 set a tone that would continue for the rest of Pontiac's production life. In 1957, fuel injection gave the Pontiac 347-cid V-8 about 315 hp and four years later, a 421 equipped with two four-barrel carburetors could return 405 hp. Passing mostly unnoticed, though, was a very different kind of Pontiac that hinted at the future as the new Tempest could be optioned as anything from a pure economy sedan to a mildly surprising performance car.

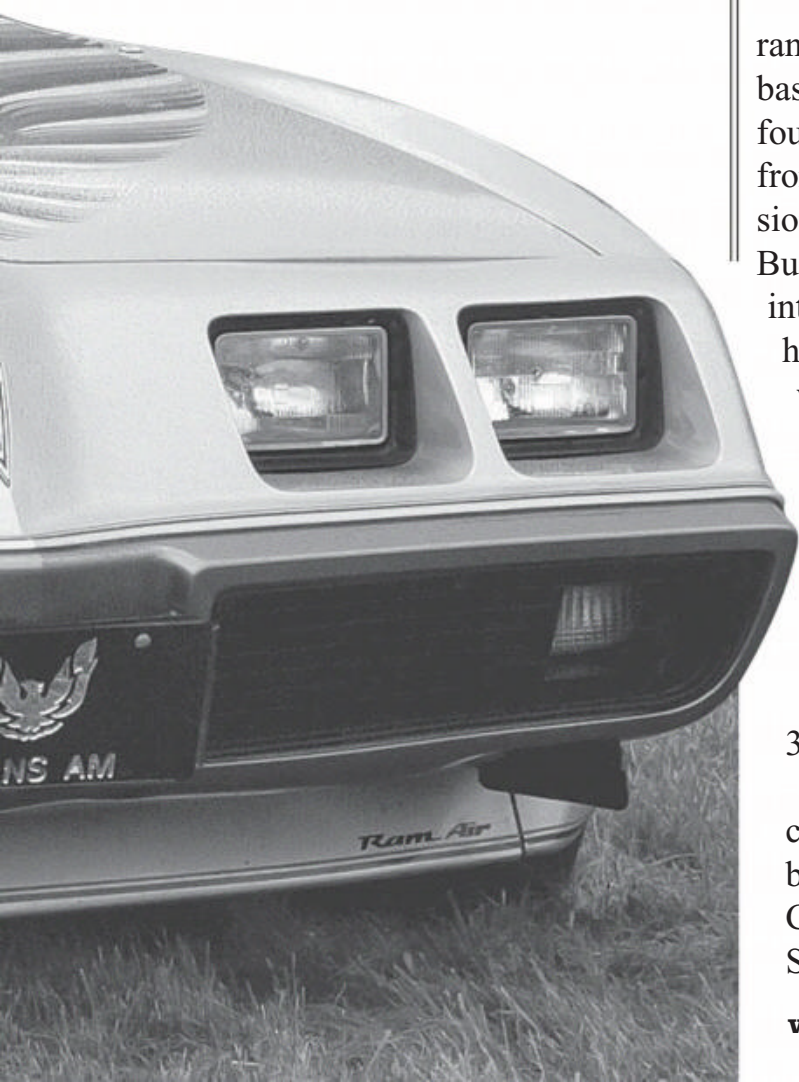
Part of the “Big Three's” initial range of compacts, the 1961 Tempest's base engine was a 120-hp, 194-cid four and the numbers went up quickly from there. Both 140- and 155-hp versions of the four were available, but the Buick 215 V-8 was clearly the more interesting approach to that same 155 hp. That the concept was a good one was proven three years later when the big-engine-small-body formula was fine-tuned into the Tempest's GTO option. The 1964 Tempest was actually more of a mid-size model than a true compact, but it was still much smaller than the full-size Pontiacs of the day while carrying a 389 with as much as 348 hp.

The GTO and other early muscle cars gradually killed the market for big performance models such as the Chrysler 300 Letter Cars and Impala SS models as they strengthened the

demand for more choices in their own smaller segment. Pontiac responded in 1967 by adding the Firebird and while its base engine was the interesting (if moderate) 230-cid, 165-hp overhead-cam six, those who wanted more could opt for the 325-hp 400. The end of performance was not yet in sight and two years later, the Trans Am arrived.

Based on the Firebird 400, the 1969 Trans Am package included a 335-hp 400 (345 was the optional rating) and a distinctive white-with-blue-stripes paint scheme. Just under 700 were sold, but they started a line that would achieve the same kind of iconic status reached by the GTO and would survive through the worst years of the muscle cars' decline. That slide was brought on by everything from rising insurance premiums and fuel prices to increasing government regulation. Things seemed even worse because of the industry's change from gross to net horsepower ratings for 1972, but the Trans Am's 300-hp 455 that year was nothing to be dismissed. It couldn't go on forever, of course, and the 1974 Trans Am's 455 slipped to 290 hp, but to Pontiac's credit, it didn't quit.

It continued instead to do well enough in general that the 1979 anniversary Trans Am made the cover of the February issue of *Hot Rod* with the tag line “Best All-Around Supercar?” *Motor Trend's* December 1978 cover teased readers with a photo and “Trans Am:



The Ups & Downs of America's Best GT." The *Hot Rod* issue, in fact, played a role that indirectly helped Wittman to find his car.

Tracking down a Trans Am

"I lived on Long Island at the time," he said, "and this one was actually in a garage. The original owner got it when he was in college in '79. This is the original magazine that made him want the car in '79 and he got it."

Eventually, he moved to a home near Wittman, who was about 16 and began asking about the Trans Am. The perseverance paid off a few years later when the owner decided to sell and through remarkably good timing, Wittman had just inherited enough money to purchase it. The 220-hp Pontiac 400 and the four-speed make the car one of 1,817 built, he said, and pushed him over the line into buying it and keeping it. He drove it regularly for about a year and even raced it before he began showing the car.

"I used to trailer it to shows," he said. "It won best of show in 2001 at Orchard Beach in the Bronx. I used to go everywhere, up to the Wallingford, Conn., Pontiac show. I did a lot of shows with it and then in 2004, I went through a divorce and ended up moving back up here with this car."

"Up here" is Damascus, Pa., and the Trans Am is now driven mostly within a 50-mile radius of home. That adds up to about 600 miles each year, Wittman said, and while the 21,000-mile car isn't perfect, its condition is good enough that the one-hour drive to the AACA Wayne-Pike Region show in Hamlin, Pa., wasn't much of a challenge. In fact, it's always ready to cover several hundred miles.

"It would go," Wittman promised. "It would make it anywhere. I used to commute from Long Island when I lived there to see my mom in Damascus. Every two weeks, I would drive up over the Tappan Zee Bridge without even thinking about it, just jump in it and go."

The Trans Am is thirsty, as he said that fuel consumption can be as painful as six miles per gallon depending on



There are few dashes as distinctive as the classic engine-turned dash face as seen in Wittman's Trans Am. Nothing screams 1970s like the Trans Am dash. Extra points awarded for the 8-track to the right of the 3-spoke steering wheel.

how it's driven, but nothing about the repairs Wittman's made on it have caused him to worry about driving it.

"When I got it," he said, "I did the brakes on it because they didn't feel as good as they should have. I changed the metering rods in the carburetor and that's actually about it. The rest of it was just maintenance, the battery, I did do the spark plugs and that was about it."

"You have a lot of friends when you drive a Trans Am."

On that hypothetical 100- or 200-mile trip, Wittman said that he might have more problems than the car would face.

"My back would be killing me," he said. "My wife likes to ride in there. She thinks this thing is the most comfortable car. To me, it feels like — honestly — you're in a kangaroo's pouch. I thought when I was younger that it was comfortable ... Sarah's comfortable and I'm not. I'll be honest. No, not comfortable."

Those who see it, naturally, are unlikely to know that and Wittman has

seen that it attracts attention on the road.

"You have a lot of friends," he said, "when you drive a Trans Am."

At stops for gas or any other reason, he hears comments on the eight-track tape player, four-speed and even its factory wheels along with those that are less specific.

"I had (one like) this in high school," and "I wish I didn't get rid of mine," are just some of the comments Wittman said he hears when showing the Trans Am.

That's understandable, as he said that the Trans Am is an uncomplicated car that's fun to drive.

"It's got power," he said, "but it doesn't have scary power. It's got some pull. In the beginning, it'll pull, pull, pull, but then it falls flat on its face when you get the rpms up ... You want to go and it feels like it needs another gear. It feels like it should've been [a five-speed] because you're sitting there in fourth and you want another gear."

Comfort and high-speed concerns don't come close to making him consider letting the Trans Am go, something that's obvious after 30 or so years of ownership.

"It was definitely the right car for me to buy," Wittman observed. "I can't complain one complaint about this car." **OC**

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**38
TIMES
A YEAR**



Resto-mods score big in Denver

Chad Ehrlich reporting

DENVER — Mecum Auctions held its annual Denver sale July 12-13 at the Colorado Convention Center in downtown Denver and, as usual, a wide variety of vehicles changed hands. Some 600 vehicles were offered and 358 of them changed owners for a total of \$10.2 million. There were no large private collections offered at this sale, however Mecum still managed to provide a nice selection. As always, there was a large offering of muscle cars, highlighted by a blue V-Code 440 Six-Pack Plymouth Superbird that hammered sold for \$165,000.

Out of the top 10 cars that sold, three were resto-mods from the 1950s. T-birds produced from 1955-57, commonly called the “Baby Birds,” are a common sight at large auctions such as these, but one 1957 ‘Bird stood out from the crowd. The car had a comprehensive frame-off build and was powered by a 5.0-liter Ford Coyote engine. It featured a custom interior as well as custom suspension and Vintage Air. It was the top seller of the auction at \$181,500. Another resto-mod that stood out was an LS-powered 1956 Corvette that hammered for \$143,000. The third resto-mod to land in the top 10 was a very nice, two-tone blue 1956 Chevy Nomad that was also LS powered that sold at \$110,000.

Trucks were also well represented in Denver. There were several driver-quality pickups in attendance for the budget-minded buyer as well as some nicely restored and hot-rodded pickups. One pickup that definitely stood out was a 1952 Ford F2 advertised as having been restored in the ‘90s. The restoration still looked very fresh and the Ford had obviously been very well taken care of. The pickup was equipped with a Marmon-Harrington four-wheel-drive conversion. It even had Marmon-Harrington badges on it and the original metal control ID plates mounted inside the cab. The Deluxe trim really made it stand out, and helped push its final total to \$37,400.

Although there were no high-profile collections to grab headlines, Mecum’s Denver sale still had lots of variety and was a well-run event with all of the vehicles getting through in a timely manner. The Colorado Convention Center is a nice facility with plenty of room. It is located in downtown Denver and is a little difficult to access, but it did make for a good auction venue.

Following is a rundown of some of the interesting sales at Mecum Denver; prices noted include 10% buyer’s premium.

1982 Buick Riviera convertible



A nice car that appeared to be a well-preserved original. White with a red interior. The odometer showed 66,000 miles and that appeared to be correct based on the condition. This car was the first one across the block on Friday morning. Didn’t sell on the block, but it had a sold sticker on it by the end of the auction. *Old Cars Report Price Guide Condition #2. Sold at \$7,700.*

1928 Pontiac Sedan



Very nicely restored with nice paint and interior. Restored to original with a flathead six-cylinder engine. Not the most attractive color combination in brown and tan, but nicely done. The car did have what appeared to be home-made wooden running boards. While they were done well and did fit the car, they seemed out of place. *OCR Price Guide Condition #3. Sold at \$8,800.*

1976 Buick Estate Wagon



Two-toned into a silver/burgundy scheme with a burgundy vinyl top. The combination did seem a little odd on this wagon. The paint looked good with some scratches. A few rust bubbles were noticeable. A nine-passenger car with the third seat in the back. Under the hood was dirty and definitely needed some attention. *OCR Price Guide Condition #4. Sold at \$7,700.*

1976 AMC Pacer X



A “Patriot Edition” Pacer X built at America’s bicentennial. Appeared to be mostly original. Attractive color combination of red and black. Paint was good and interior looked nice. Original 258 six-cylinder with air conditioning. *OCR Price Guide Condition #3. Sold at \$9,900.*

1975 Cadillac Eldorado



All-original car that was advertised as 7,957 actual miles. Although the light green color was not the flashiest for 1975, this car did stand out due to its condition. The miles did appear to be correct as this car looked completely original and the condition was outstanding. There was no mention if any maintenance had been done on the car recently since the car has obviously not been driven on a regular basis. *OCR Price Guide Condition #2. Sold at \$12,100.*

1965 Lincoln Continental convertible



Very attractive black with black interior. Nice, straight body with deep black paint. Engine recently overhauled. Interior was very nice. Most of the trim appeared to be original with a few small dings, but overall a very nice car that presented well and sold for big money. *OCR Price Guide Condition #2. Sold at \$71,500.*

1958 Buick Special convertible



White with red interior and a continental kit. Nice paint and chrome. The interior and top both looked good. The brakes appeared to have been upgraded with a newer style master cylinder. Sharp car that also ran through at no reserve. *OCR Price Guide Condition #3, Sold at \$36,300.*

1954 Ford Crestline Skyliner



Attractive car with a green-and-white paint scheme with a Coronado rear tire kit. The interior was also two-toned green and white. Nice paint and interior. The trim had a few dings. The glass top did have some typical hairline cracks in it, but they were minor. Nice-looking car that stood out with wide whitewall tires against the green paint and white roof. This was another no-reserve car. *OCR Price Guide Condition #3. Sold at \$26,400.*

1963 Dodge D-100



Short-bed Dodge pickup that looked good in turquoise and tan with chrome grille and aftermarket wheels. The interior had a matching color combination. The paint was driver quality. A nice original pickup that had been freshened up with new paint and upholstery and still retained its original 318 V-8. *OCR Price Guide Condition #3. Sold at \$19,250.*

1960 Chevy pickup 4x4



A completely stock, rotisserie restoration that looked very nice with a gray/white color combination. Good paint and good fit and finish on the body. It even still had an inline six-cylinder in it. There was a little pitting in some of the trim, but they were minor details that could be easily remedied. *OCW Price Guide Condition #2. Sold at \$35,200.*

1952 Ford F-2 Marmon-Harrington



Very nicely restored pickup with the rare Marmon-Harrington 4x4 package. This pickup was advertised as having been restored in the early '90s, but the restoration looked very fresh and it has hardly aged. Restored to original with a flathead V-8. The only noticeable upgrade was an aluminum radiator. Deluxe trim really stood out against the yellow paint. Adorned with Marmon Harrington badges on the hood as well as the original control tags on the inside of the cab. *OCR Price Guide Condition #1. Sold at \$37,400.*

'Thomas Crown' dune buggy headed to auction

AMELIA ISLAND, FLA. _ Bonhams will be selling Steve McQueen's famous dune buggy from the movie "The Thomas Crown Affair" at its Amelia Island auction next March. McQueen took Faye Dunaway on an exhilarating, white-knuckle ride on a Massachusetts beach in the 1968 movie. The scene made a star out of the Meyers Manx. The Meyers Manx, developed by SoCal native Bruce Meyers, was the embodiment of the California lifestyle in a compact, open-air, go-anywhere "fun mobile." McQueen enlisted the help of Pete Condos of Con-Ferr fame to build a completely customized vehicle.

For more information in the coming months, see www.bonhams.com.

RAND Luxury plans New York sale Oct. 12

ROSLYN, N.Y. _ RAND Luxury will be holding an auction of collectible cars from brands including Aston Martin, Ferrari, Lamborghini, Mercedes, Bentley, Porsche and others Oct. 12 at the Nassau County Museum of Art. A portion of the proceeds of the auction will benefit the museum. A reception will be held Friday at 6 p.m. and again at 10 a.m. Saturday with bidding to begin at 1 p.m. Saturday.

Consignments are still being accepted. Among the headline cars so far is a 1934 Lincoln 523 Dietrich roadster. Other highlights will include: a 1962 Jaguar XKE; 1963 Porsche 356B Super Coupe; 1973 Ferrari Dino 246 GTS; 1983 De Tomaso Pantera GT5-S; and 2006 Ford GT.

For information, visit www.randluxury.com.

SHOWS

ARKANSAS

Sep 6-7 AR, Eureka Springs. 2019 Antique Automobile Festival Eureka Springs Antique Auto Show. Great Passion Play Grounds. 479-253-8737, www.antiqueautofest.com

Sep 25-28 AR, Morrilton. 22nd Annual Petit Jean Fall Swap Meet. Swap meet, car sale and arts and crafts starting on the 25th. Spaces available at \$40. Open car show on Saturday at 9am-3pm. \$20 entry fee. Military Vehicle Rally Thur-thru-Sat, 8 to 5. 501-727-5427, www.museumofautos.com.

CALIFORNIA

Sep 7 CA, Playa Del Ray. 20th Anniversary Westchester Elks Car Show & Chili Cook Off. 8025 Westchester Blvd. 9am-3pm. Register by September 1 \$25, after \$30. Car Show – Lisa 818-441-3488, Chili Cook Off – Deven 310-383-6799, www.westchesterelks.com

Sep 7 CA, Fresno. 2019 Rods on the Bluff. Park Place Shopping Center – 7775-7785 N. Palm Ave. 5:30-8:30pm. Registration \$5 with HRC Logo sticker/\$10 without HRC Logo sticker. Anthony Granata 559-825-6808, www.hotrodcoalition.com/rods-on-the-bluff/, info@hotrodcoalition.com

Sep 7 CA, Romona. 7th Annual Romona Rod Roundup. Calvary Chapel – 114 14th Street #D. register before Aug. 30 \$20, after \$25. Brian Storym 760-239-1450, restorationranch@cox.net

Sep 8 CA, Long Beach. Long Beach Hi Performance Swap Meet. Veteran's Memorial Stadium. 6am-1pm. 800-762-9785

Sep 14 CA, Colton. Variety Inland Empire Car & Motorcycle Show. American Legion Post 155 – 1401 Veterans Way. 10am-3pm. Registration: cars \$20, motorcycles \$10, peddle cars \$10, bicycles \$10. Mike 951-351-7654, Angie 951-208-8350, Geno 909-644-0168, Greg 909-222-7373

Sep 14 CA, Paramount. Hynes D.E.S. Hot Rod and Bike Show. Hynes D.E.S. Portuguese Hall, 7812 Alondra Blvd. SH: 8am-2pm. Eric at HynesCarShow@yahoo.com

Sep 15 CA, Buena Park. Pickers Paradise Swap Meet. Gary 714-299-1776, garyocarguy@gmail.com

Sep 21 CA, Long Beach. 15th Annual JCCS(Japanese Classic Car Show). Marina Green Park – 386 E Shoreline Drive. 9am-3pm. www.japaneseclassiccarshow.com.

Sep 22 CA, Montecito. 8th Annual Montecito Motor Classic, on Coast Village Road. 9am-3pm. www.montecitomotorclassic.com

Sep 28 CA, Costa Mesa. Cruisin' For a Cure. Orange County Fair & Exposition Center – 88 Fair Drive. 6am-4pm. Under 12 free. Parking \$9. www.cruisinforacure.com/

Sep 29 CA, Hesperia. Auto Parts Swapmeet. 17578 Eucalyptus Ave. 6am-3pm. free. Jim

760-995-3999, www.socalcarculture.com

Oct 5 CA, Fresno. 2019 Rods on the Bluff. Park Place Shopping Center – 7775-7785 N. Palm Ave. 5:30-8:30pm. Registration \$5 with HRC Logo sticker/\$10 without HRC Logo sticker. Anthony Granata 559-825-6808, www.hotrodcoalition.com/rods-on-the-bluff/, info@hotrodcoalition.com

Oct 6 CA, Long Beach. Long Beach Hi Performance Swap Meet. Veteran's Memorial Stadium. 6am-1pm. 800-762-9785

Oct 6 CA, Santee. Charger Steve's Magic Car Autofest. 668 Main Street. 9:30am-1:30pm. Registration \$30. www.carshow-california.com

Oct 6 CA, Lodi. Nor Cal Olds Club Annual Micke Grove Oldsmobile Car Show & Picnic. Micke Grove Park. 8am-2pm. Registration \$30, pot luck, without food \$10 entry. Jeff Stanish 408-529-6209, Denis La Centra 510-299-1403

Oct 11-13 CA, Madera. 2019 Valley Nationals, Reliability Run & Swap Meet. Madera Fairgrounds – 1850 West Cleveland Ave. Oct. 11: Evening time TBD (social), Oct. 12: 8am-4pm (main event), Oct. 13: 8am-1pm (Reliability Run). Pre-registration – \$30, On-site registration – \$40, kds 12&U free, Ages 13+ – \$8. Swap Meet Registration: \$20 (20x20), Call Ron 209-996 – 9792, ron@bigturlockswap.com, Vendor registration: \$100 (10x10), \$200 (10x20), \$250 (10x30), Whitney Frank, whitney@hotrodcoalition.com

Oct 12 CA, Van Nuys. Valley Relics Museum Racing History Series : History of Paramount Ranch and San Fernando Dragstrip. 10:30am-1:30pm Tickets \$25, Members free. Valley Relics Museum – 7900 Balboa Blvd. 559-760-1143, www.racinghistoryproject.com

Oct 13 CA, Pomona. Pomona Swap Meet & Classic Car Show. 1101 W. McKinley Ave. 5am-2pm. Registration \$25, late models \$100, Pre-'31 free. www.pomonaswap-meet.com

Oct 20 CA, San Diego. Pal Joey's XI Best Damn Car Show In Town. 5147 Waring Road. 8am-2pm. Registration \$30. 619-980-6699

Oct 20 CA, Buena Park. Silverado Days Car Show. Gary 714-299-1776, garyocarguy@gmail.com

Oct 26 CA, Hemet. EEK Fitness Fundraising Car Show. 530 S. Buena Vista Street. 9am-2pm. Registration \$20. Jodi 951- 537-8715

Oct 26 CA, Santa Margarita Ranch. RPM Nationals Flathead Drags. www.rpmnationals.com

Oct 27 CA, Buena Park. Pickers Paradise Swap Meet. Gary 714-299-1776, garyocarguy@gmail.com

Oct 27 CA, Hesperia. Auto Parts Swapmeet. 17578 Eucalyptus Ave. 6am-3pm. free. Jim 760-995-3999, www.socalcarculture.com

COLORADO

Sep 6-8 CO, Loveland. Goodguys 22nd Colorado Nationals. The Ranch Events Complex. www.good-guys.com/2019-events

CONNECTICUT

Sep 8 CT, Manchester. 40th Annual MCCNE Mustang & Fords power Show. Mustangs Unlimited – 440 Adams Street. 9am-3:30pm. Registration \$20 (\$15 MCCNE Members). www.mccne.com

Sep 8 CT, South Windsor. 6th Annual Connecticut Classic Car Show. 133 Connecticut Military Corvette Club Inc. – South Windsor Court. 9am-noon. Registration \$10 donation. lhloving@gmail.com

Sep 8 CT, Brooklyn. Yankee Yesteryear Car Club's 60th Annual Car Show & Swap Meet. Brooklyn Fairgrounds – 15 Fairgrounds Rd. Gates open at 9am. Registration \$10. Vend space \$25. Bob Dumas 860-705-9514, www.yycc.org

Sep 15 CT, Naugatuck. 3rd Annual St. Vincent Ferrer Car Show. St. Vincent Church – 1006 New Haven Road. 12-4pm. Registration \$10, Tony 203-768-3486

Sep 15 CT, New Canaan. Caffeine & Carburetors. Downtown Pine & Elm Streets. 7-11:30 am. www.caffeineandcarburetors.com. Instagram and Facebook @caffeineandcarburetors, Twitter @caffeineandcarb

Sep 21 CT, Chester. 5th Annual Cruise, Blues & Brews Festival. Chester Fairgrounds – 11 Kirtland Terrace. 10am-4pm. Registration \$15. www.cruisebluesandbrews.com

Sep 21 CT, New Britain. 27th Annual Klingberg Vintage Motorcar Series Show. Klingberg Family Centers – 370 Linwood Street. 9am-2pm. www.KlingbergMotorcarSeries.org

Sep 22 CT, Simsbury. 33rd Annual Simsbury Fly-In, Car Show & Food Truck Festival. Simsbury Airport. 8am-5pm. www.simsburyflyin.com

Sep 29 CT, Wallingford. 36th Annual Chapter All Pontiac, Oakland and GMC Fall Car Show. Barbarian Nissan at Masonic Ave. 9am-3pm. Adv. Reg.\$8, day of show \$10 Oaklands free. www.nutmegchapterpoci.com or Mike 203-266-7089, Noel 860-868-7723

Oct 6 CT, Middletown. Middletown County Historical Society 34th Annual Car Show & Flea Market. Bernie O'Rourke Drive. 860-346-0746.

Oct 6 CT, New Hartford. 14th Annual Car-toberfest Car Show. Hurley Park – Farmington River – 34 Greenwood Road. 10am – 3pm.

Oct 13 CT, Litchfield. Cars for Kids Automobile Show. Connecticut Junior Republic. 8am-2:30pm. Registration \$10. 860-567-9423

Oct 20 CT, New Canaan. Caffeine & Carburetors. Waveny Park. 7-11:30am. www.caffeineandcarburetors.com. Instagram and Facebook @caffeineandcarburetors,

Calendar

Twitter @caffeineandcarb

DELAWARE

Sep 14 DE, Newark. 3rd Annal Brookside Fall Car, Truck & Motorcycle Show. Brookside Community Maintenance Building – 390 East Chestnut Hill Road. 9am-4pm. Registration \$15. www.facebook.com/events/667064930392915/

FLORIDA

Sep 1 FL, Bushnell. Auto Swap Meet, Car Corral & Car Show. Sumter County Fairgrounds – 7620 S.R. 471. 8am-3pm. 727-848-7171, www.floridaswapmeets.com

Sep 14-15 FL, West Palm Beach. Palm Beach Car Show & Swap Meet. South Florida Fairgrounds – 9067 Southern Blvd. 954-205-7813, www.SouthFLCarSwapMeets.com, info@SouthFLCarSwapMeets.com

Sep 15 FL, Ponte Vedra Beach. 2019 Ponte Vedra Auto Show. Nocatee Event Field – 245 Nocatee Center Way. www.sjcchamber.com/pv-auto-show-info

Oct 6 FL, Bushnell. Sumter Swap Meet. Sumter County Fairgrounds -7620 S. R. 47. 8am-3pm. Joann at 727-848-7171 or 727-534-7433, www.floridaswapmeets.com

Oct 12 FL, Navarre. 19th Annual Navarre Beach Car, Truck, Bike Show & Craft Fair. Navarre Beach. 8am.

Oct 26 FL, Auburndale. 41st Annual Buick Olds Pontiac Cadillac (BOPC) Car Show & Swap Meet. Downtown City Park – 119 West Park Street. 9:30am-2:30pm. www.oldclubofflorida.com, Pat 727-781-7774, patwhissel@gmail.com

ILLINOIS

Sep 2 IL, Batavia. Labor Day Fast Eddie's Classic Car Show. 500 North Radiant Road. 8am-3pm. Registration \$20. 630-761-8093, 630-567-2753, www.oldgoldcruisers.com

Sep 2 IL, Skokie. Labor Day Classic Car Show. Westfield Old Orchard Mall – 4905 Old Orchard Center. Sign in 5pm, show 6-9pm. Registration \$5. www.monday-nightcarshows.com

Sep 7 IL, Springfield. 69th Secretary of State Vehicle Show. Downtown. Registration

begins at 7am. autoshow@ilos.net

Sep. 8 IL, Deerfield. Deerfield Area Historical Society's Vintage Car Show and Fall Festival at Deerfield Historic Village, 450 Kipling Place. 12-4pm. Cramer scramer724@yahoo.com, 847-948-0680, www.deerfieldhistoricalsociety.org

Sep 14-15 IL, Chicago. The Classic Auto Show. Stephens Convention Center. www.theclassicautoshow.com/chicago

Sep 15, IL, Northbrook. 19th Annual Classic Northbrook Car & Truck Show sponsored by the Northbrook Historical Society as part of the 41st Annual Shermerfest, a community festival from noon-4 p.m. in Village Green Park. Pre-registration \$15 per vehicle, \$20 day of show. Contact Dan Kaye at 847-498-2319 or classicnorthbrook@gmail.com.

Sep 21 IL, Glenview. Coffee, Classics and Connections. Glenview Bank & Trust Parking Lot – 99 Waukegan Road. 9-11am. <http://centerofconcern.org/coffee-classics-connections/>

Sep 29 IL, Wheaton. 74th Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds – 2015 W. Manchester Rd. 9am-2pm. 630-969-1847

Oct 6 IL, Joliet. 11th Annual Route 66 Raceway Swapmeet. 3200 S. Chicago Street. 8am-1pm. Vend or car sale \$20. Vend info Rodney Brockman 815-478-3633, general info 888-629-7223

Oct 13 IL, Chicago. Historic Pullman Annual Car Show. 11141 S. Cottage Grove. 10am-3pm. tmac639@sbcglobal.net

INDIANA

Sep 18 IN, Angola. 7th Annual Cruise to the Monument Car Show. Historic Downtown Angola, Indiana at the crossroads of US20 and Old Hwy 27. Parking starts at 4pm. www.angolain.org/events/cruisetothemonument

IOWA

Sep 6-8 IA, Greenfield. Early Wheels of Iowa 57th Swap Meet. Adair County Fairgrounds. Vend spaces outdoor \$30, Indoor \$20. Andrea Woodruff 402-699-5093

Oct 19 IA, Cedar Rapids. 41st Annual Cedar Rapids Region AACA Swap Meet. Hawkey Downs Fairgrounds. 8am-5pm. Vend spots \$25, Car Corral \$25. John Maxwell 319-693-9290, <http://local.aaca.org/cedar-rapids>

Oct 20 IA, Moticello. 35th Annual Fall Auto Parts Swap Meet and Car Corral. Fairgrounds parking lot – 700 North Maple Street. 7:30am-1pm. Pre-register \$10, after October 3rd \$15. Gary Muller 319-465-5119, www.autopartsswapmeet.net

KENTUCKY

Oct 11-13 KY, Lexington. Goodguys 2nd Kentucky Nationals. Kentucky Horse Park. www.goodguys.com/2019-events

MARYLAND

Sep 29 MD, Abingdon. Buick Owners to Maryland 33rd Annual All GM Show. Boyle Buick-GMC Truck – 3015 Emmorton Rd. 9:30am-2:30pm. Register by September 1 \$12, day of show \$15. Raymond Price 410-812-8477, rprice2@netzero.net, Craig Bober 443-904-4200

Oct 27 MD, Baltimore. Jerry's Auto Group Fall Car Show. Jerry's Chevrolet – 1940 East Joppa Road. 10am-4pm. Registration \$20. www.jerrysautoshow.com, Bill 443-418-4598

MASSACHUSETTS

Sep 8 MA, Peppered. 1A Auto Charity Car Show. Peppered Town Field – 4 Hollis Street. 9am-2pm. Registration \$15 (cash only). www.facebook.com/events/309088426646329/

Oct 6 MA, Devens. 39th Annual MCCNE Fall All Wheels Car Show & Swap Meet. Devens Town Common. 9am-3:30pm. Registration \$20 (\$15 MCCNE Members.) www.mccne.com

Oct 19 MA, Brookline. Larz Anderson Extinct Car Day. 15 Newton Street. Online registration \$10, day of show \$15. <https://larzanderson.org/extinct/>

Oct 19 MA, Middleboro. 20th Annual New England Speed Meeting "Gathering of the Faithful". Pierce Playground – 26 Jackson Street. 9am-3pm. Vend space \$25. www.autonetnewengland.com, jackwegman@verizon.net, 508-888-3103

MICHIGAN

Sep 8 MI, Hickory Corners. Muscle Car Plus Show & Swap Meet. Gilmore Car Museum – 6865 Hickory Road. www.gilmorecarmuseum.org

Sep 14 MI, Tukumseh. Ididit's 2019 Car Show & Open House. 610 Maumee Street. 9am-3pm. www.ididitinc.com

Sep 15 MI, Chelsea. 2019 St. Louis Center Car Show. 16195 W. Old US Hwy. 12. 9am-3pm. Registration \$15. Cindy Lesser 734-475-8430, cindyl@stlouiscenter.org

Sep 21 MI, Hickory Corners. Ford Model A Day. Gilmore Car Museum – 6865 Hickory Road. www.gilmorecarmuseum.org

Sep 21 MI, Fowlerville. Hearse Fest. Fowlerville Fairgrounds – 8800 W. Grand River Ave. Opens at 10am. justhearsenaround.com

Sep 21 MI, Allendale. Hallandale Fall Festival Car Show. Hallandale Community Park – 11069 68th Ave. Reg 9:30-11am, Show 11am-3pm. Auto Body Xperts 6161-669-6692, marketingcoordinator@autobodyxperts.com

Sep 21-22 MI, Midland. Michigan Antique Festivals Classic Car Show & Swap Meet. Midland County Fairgrounds – 6905 Eastman Ave. Sat. 8am-6pm, Sun. 9am-4pm. Early bird shopping pass on Friday before show \$15. www.miantiquefestival.com

Sep 27-28 MI, Hickory Corners. Cadillac-La-

ZEPHYRHILLS AUTO EVENTS

Nov. 14-17, 2019

Auto Swap Auction, Corral,
Car Show
Zephyrhills Festival Park
Zephyrhills, FL

813-312-4009

zephyrhillsautoevents.com

Salle Club Museum Fall Festival. Gilmore Car Museum – 6865 Hickory Road. www.gilmorecarmuseum.org

Oct 5-6 MI, Davisburg. Michigan Antique Festivals Classic Car Show & Swap Meet. Springfield Oaks County Park – 12451 Andersonville Road. Sat. 8am-6pm, Sun. 9am-4pm. www.miantiquefestival.com

MINNESOTA

Sep 14 MN, Lakeland. 5th Annual Gary Jackson Memorial Charity Car Show. Bungalow Inn Bar & Grill. 9am-3pm. Registration \$5. streetrodder49@msn.com

Sep 15 MN, St. Paul. Auto Restorers Club of Southern Minnesota 43rd Annual Car Show & Swap Meet. Nicollet County Fairgrounds. 6am-3:30pm. Registration \$15, swap meet by Sept. 4 \$25, day of show \$35, Car Corral \$20. <http://clubs.hemmings.com/autorestorers>

Sep 15 MN, St. Peter. 43rd Car Show & Swap Meet. Nicollet County Fairgrounds. 6am-3pm. Registration \$15, Swap pre-register \$20, at gate \$25, indoor space \$30. <http://clubs.hemmings.com/autorestorers>

Sep 29 MN, St. Paul. 49th Annual Midwest Fall Swapmeet & Car Show. Minnesota State Fairgrounds. 7:30am-4pm www.midwestswapmeet.com or (952) 994-3225.

MISSOURI

Sep 7 MO, Parkville. Dust Bowl Jamboree Vintage Car Poker Run. FivePlatte County Parks (Departs at noon – returns to Parkville). Facebook/DustBowlJamboree, James A Spawn 816-421-1991

Sep 13-14 MO, Fulton. Fall Willys Jeep Reunion & Swap Meet. Auto World Museum – 200 Peacock Drive. Contact Art & Darlene Gloss 573-491-9921, 4wdjeep@mail.com, Jeff Petrowich 217-246-5438, jpet@willys-reunion.com, www.willysreunion.com

Sep 14 MO, Troy. Trinity Lutheran Church Car Show. 1307 Boone Street. 10am-3pm. Registration \$20. Bryan Gooding, Chair 636-297-1328 or Jim Lalumondiere, Co-Chair 636-290-2535

Sep 21 MO, Nevada. Second Annual Nevada Veterans Car & Truck Show. 510 N. Centennial Blvd. 9am-2pm. Registration \$20. Doug Thomas 816-690-8131 cdthomas-

ret@gmail.com

Oct 18-19 MO, Carthage. 39th Annual Carthage Maple Leaf Car Show, Swap Meet & Cruise Night. Friday Cruise – On Historic Carthage Square – 302 South Main Street. 6-9pm. Saturday Car Show – CMR – 1900 South Grand Ave. 8am-5pm. Register by October 1st \$10, after \$15. Swap Meet & Car Corral on Friday at 1900 South Grand Ave. noon – 6pm. & Saturday 8am-5pm. Car Show Info: Larry – 417-825-6773, Alan – 620-856-2020, Contact Randy at 417-850-5933 for Swap Meet: (\$25), Car Corral (\$5) information. Register on line at www.mapleleafcarshow.com, mapleleafcarshow@gmail.com, Facebook at Maple Leaf Carshow.

MONTANA

Sep 7 MT, Miles City. High Plains Car Show. Riverside Park. 8am-2:30pm.

Sep 7 MT, Lewistown. Chokecherry Car Show. Main Street – Courthouse Block. 9am-3pm. Dan Stilson 406-366-5750

Sep 14 MT, Billings. Ra Ra's Show n' Shine. 2miles east of Blue Basket on Hwy. 212. 10am-3pm

Sep 14 MT, Lincoln. Lambkins Car Show. Lambkins of Lincoln – 2316 Lincoln Springs. 9am – closing. Marge 406-362-4460, Lambkins 406-362-4380

Oct 5 MT, Huntley. 6th C4RV Chance Car Show. Huntley Project Veterans Park 1613 Northern Ave. 8am-10pm. John or tame 406-348-2430

NEBRASKA

Sep 22 NE, Fremont. Fremont Antique Car Club 52nd annual swap meet. Christensen Field on North Ridge Rd. \$20 outside spaces. Inside spaces \$20.00 per table. Bob Buer 402-459-1061, www.fremontantiquecarclub.com/

NEVADA

Sep 21-22 NV, Pahrump. 3rd Edition Top Notch Car Show. 3591 W. Bell Vista Ave. Register by September 1 \$40. 775-751-1007, pahrumpcarshow@gmail.com, www.topnotchrepairs.us/carshow2019

Oct 25-28 NV, Las Vegas. Las Vegas Concours d'Elegance. www.lasvegasconcours.com

NEW HAMPSHIRE

Sep 7 NH, Concord. 34th Annual Concord NH Kiwanis Antique & Classic Car Show. NH Technical Institute. 8am-3:30pm. Registration \$15. Chris 603-224-1504, www.ConcordKiwnis.org

NEW JERSEY

Sep 7 NJ, Seaside Heights. 40th Annual Vintage Automobile Club of Ocean County Classic Car Show. 1000 Bay Blvd. 9 am-3 pm. Pre-register by Aug. 31 \$12, day of show \$15. John Mahoney 732-244-4984 or Everett Ross 732-269-4560. <http://vintageautoclubnj.org>

Sep 19-22 NJ, Wildwood. Fall Boardwalk

Classic Car Show. Wildwood's Boardwalk. Registration \$55. www.wildwoodmotorevents.com, Alethea@WildwoodMotorEventsNJ.com

Sep 19-22 NJ, Wildwood. Wildwoods Indoor Vendor & Swap Meet Extravaganza. Wildwood Convention Center – 1 South Route 47. 609-522-4546 ext. 3, www.wildwoodmotorevents.com, Alethea@WildwoodMotorEventsNJ.com

Sep 26-29 NJ, Freehold. Vintage Thunderbird International 2019 Annual Convention. Radisson Hotel. Thunderbirds of all years welcome. Jim Cappuzzo mseries63tbird@aol.com, www.vintagethunderbirdclub.net/

Sep 27-29 NJ, Wilwood. Monster Truck Beach Races. www.wildwoodmotorevents.com, Alethea@WildwoodMotorEventsNJ.com

Sep 29 NJ, Augusta. Metro Jersey Chapter 29th Anniversary Truck Show. Skylines Stadium – 94 Championship Place. 9am-3pm. Bill Wagner 973-214-7629, Tom Amaducci 973-687-8833, Scott Baker 201-512-0056, Flea Market space George Petrask 862-241-9237

NEW YORK

Sep 1 NY, Picnic. 30th Annual Boy Scout Car Show. Picnic Lane School. 9am-4pm. Pre-register \$15, at gate \$20, car for sale \$20, vend \$30. 631-298-5757, skabrysr@aol.com

Sep 8 NY, Hicksville. New York AutoFest Hicksville Fire Dept. Car Show & Chili Cookoff. Sears Parking Lot. 8am-4pm. Registration \$25. 516-882-5022, info@nyautofest.com, www.nyautofest.com

Sep 8 NY, Farmingville. Long Island Cars Super Swap Sunday Car Show & Swap Meet. Bald Hill Cultural Center – 1 Ski Run Lane. 8am-4pm. 631-567-5898 or LongIslandCars.com.

Sep 8 NY, Wampsville. New York Model A Ford Club's 59th Antique Car Show, Car Corral, Flea Market. Fireman's Field. Registration Register 8am-noon. William Kritzler 315-736-1928, jandb911s@gmail.com, <http://mohicanmodela.weebly.com/>

Sep 11 NY, St. Albans. Vintage Chevrolet Club of America Queens County Region Antique Car Show. 1994 and older. The New York State Veteran's Home – 178-50 Linden Blvd. Gates open at 7am. Registration \$10. Howie 516-662-9379, hfishman52@aol.com

Sep 13 NY, Grahamsville. Any Make, Any Model Cruise to the Neversink Roundabout at the Grahamsville Fairgrounds Antique Machinery Association Show. Meet at the Tr-Valley School front parking lot to cruise to show at 9:30am. Tom Matthews 845-985-7162 or Carl Smith 845-798-8788 AMAMCC

Sep 13 NY, East Setauket. Alternatives for Children 23rd Annual Classic & Sports Car Rally. Starting line Alternatives for Children in Dix Hills, Finish Line Long Island

41st Annual

SWAP & MEET CAR SHOW

St. Louis, MO

Sunday
Sept. 15, 2019

Chesterfield Mall
Parking Lot 63017

Horseless Carriage Club of MO, Inc.

www.hccmo.com (314) 991 HONK (4665)

Calendar

Yacht Club in South Babylon. Info Susan Ennis at 631-331-6400, ext. 229. Register at www.alternativesforchildren.org/road-rally.html, <https://www.facebook.com/events/320332578657895/>

Sep 19-22 NY, Hyde Park. Lincoln & Continental Owners Club's Eastern National Meet. <https://lcoc.org/event/2019-eastern-national-meet/>, Owen Clarke at (845) 889-8891, Clarketrustee@msn.com.

Sep 22 NY, Hudson. 35th Annual Croton Rotary Auto Show. Croton Harmon Train Station. 11am-4pm. Pre-register by Sept 13 \$15, After \$15. Mark Franzoso 914-490-2137, mark@franzoso.com

Sep 29 NY, Hampton Bays. New York AutoFest at the San Gennaro Festival. 9am-5pm. www.nyautofest.com

Oct 20 NY, East Norwich. 11th Annual New York AutoFest Halloween Car Show. Chelsea Mansion, 34 Muttontown Ln. 9am-4pm. www.nyautofest.com

Nov 2 NY, Albany. 68th Northern Toy Club Collectible Toy Show. Polish Community Center – 225 Washington Avenue Extension. 9am-2pm. 518-966-5239, northland-toyshow@gmail.com

Nov 10 NY, Oyster Bay. 5th Annual New York AutoFest Veteran's Day Food Drive Show. Audrey Ave. 8am-5pm. www.nyautofest.com

NORTH CAROLINA

Oct 5 NC, Maggie Valley. NW Georgia Mustang Club's 46th Annual Shelby, Mustang & Ford Maggie Valley Car Show. Maggie Valley Festival Ground – 3374 Soco Road. 8:30am-3pm. Registration \$25. Steve Harrison 404-427-2264, steve66shelby@gmail.com, <https://www.facebook.com/pages/Northeast-Georgia-Mustang-Club/192962149084>

Oct 5 NC, Asherville. Southeast Willys Jeep Get Together. 10am-3pm. Will[ys] Springer www.SoutheastWillysJeepGetTogether.com, ewills@SoutheastWillysJeepGetTogether.com, 828-687-0334

Oct 17-19 NC, Charlotte. Hornets Nest Region AACA Fall Charlotte AutoFair. Charlotte Motor Speedway. www.charlotte-autofair.com

Oct 18-19 NC, Henderson. Show, Shine, Shag & Dine Car Show. Sponsored and hosted by Vance County Tourism Development Authority www.kerrlake-nc.com or 866-438-4565

Oct 18-19 NC, Concord. Goodguys 26th Southeastern Nationals. Charlotte Motor Speedway. www.good-guys.com/2019-events

OHIO

Sep 1 OH, Columbus. 35th Annual All Pontiac Indian Uprising. Quaker Steak & Lube – 8500 Lyra Drive. 8am-4pm. Registration \$15. Ron Cozzo 740-777-1135, rcozzo@earthlink.net

krusso_sp@hotmail.com

Sep 11-14 OH, Mansfield. Studebaker Drivers Club International Meet. studeguy54@gmail.com

Sep 13-15 OH, Canfield. Dave & Ed's Super Auto Events- Canfield Swap Meet, Car Corral and Sunday Casual Car Show. Held at Canfield Mahoning County Fairgrounds, 7265 Columbiana Canfield Rd, 330-477-8506

Sep 13-15 OH, Springfield. Cars & Parts Springfield Swap Meet & Car Show. Clark County Fairgrounds. 937-376-0111, www.ohioswapmeet.com

Oct 12 OH, Hilliard. Trunk or Treat Car Show. Hilliard Presbyterian Church – 3600 Leap Road. 11am – 3pm. Registration \$10. www.facebook.com/pages/Empty-Pockets-Cruisers/736240299835729?ref=hl.

Oct 24-26 OH, Cleveland. All Transportation Swap Meet. Cleveland County Fairgrounds. 9am-6pm. 405-651-7927, www.Norman-SwapMeet.com

OKLAHOMA

Oct 17-19 OK, Chickasha. Chickasha 51st Annual Swap Meet. 712 East Choctaw Ave. 10am-3pm. Reserved spaces \$40. 405-224-6552

PENNSYLVANIA

Sep 1 PA, Bristol. 6th Annual Nirvana Family Fitness Center Car Show. Nirvana Fitness Center – 1222 New Rodgers Road. 9am-3pm. Registration \$20. Bobbi (h) 215-752-0484, (C) 215-820-3276 or www.movinonkruzers.com movin'onkruzers@inbox.com

Sep 14 PA, East Berlin. Historic East Berlin Fall Festival Car Show. East Berlin Community Park – North Avenue. 8am-2pm. Registration \$10. Ken Buohi 717-321-3189

Sep 14 PA, Philadelphia. 3rd Annual PJP marketplace Superstore Car Show. Shellys Plaza – 8690 Frankford Ave. 9am-3pm. Registration \$20, Bobbi (H) 215-752-0484, (C) 215-820-3276, www.movinonkruzers.com, kruzers@inbox.com

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chickashaautoswapmeet.com

Sep 14 PA, Foglesville. Petrifies Fifth Annual Fall Car Picnic. 2934 Grundsau Ct. Meet starts at 11am. Liz RSVP 908-906-7122, petridis@prodigy.net

Sep 14 PA, Patton. Tackett's Repair Shop Car Show. Janesville Dam at Mountz Memorial Park. 10am-4pm. Registration \$10. 814-505-7876 or email melscarshows@gmail.com

Sep 22 PA, Hershey. Annual Corvair Day Swap Meet & Corvair Show. AACA Museum, 161 Museum Dr., 17033. some events have a fee. Contact Earl Holmes, 717-991-7341 or earlzgames@comcast.net

Sep 28 PA, Gettysburg. 4th Annual Olde Getty Place Car Show, in downtown Gettysburg on W. & E. High St., between S. Washington and Stratton St., Pre-Registration (thru Sept. 9th) – \$13, Day of Registration – \$15. adamscha.org or call 717-321-3149

Oct 2-6 PA, Carlisle. Fall Carlisle. Carlisle Fairgrounds/Expo Center. www.carlisleevents.com

Oct 5 PA, Ivyland. 7th Annual "Tony's Place Car Show" 1297 Greeley Ave. at Bristol Rd. 9am-3pm. Registration \$20. Bobbi (H) 215-752-0484, (C) 215-820-3276 or Joe Ameci (Office) 215-354-0875, E-Mail movin'onkruzers@inbox.com, www.movinonkruzers.com

Oct 9-12 PA, Hershey. Hershey AACA Eastern Fall Nationals. Hershey park Stadium and the Giant Center. 717-566-7720, hr@hersheyaaca.org, <http://hersheyaaca.com/>

Oct 13 PA, Downingtown. 17th Annual All Oldsmobile Fall Show. Kerr Park. 9am-3pm. Pre-reg \$10, day of show \$15, <http://clubs.hemmings.com/delvaloldclub/>

Oct 25-27 PA, Reading. Pretzel City Rod & Custom Indoor Fall Mall Show. Berkshire Mall. Registration \$15. Rick 610-678-3948, Fran 610-944-5515

RHODE ISLAND

Oct 13 RI, Hartford. RISRA 44th Annual "Toys for Tots" Fun Run. Johnston War Memorial Park – 1583 Hartford Ave. Registration – 1 new unwrapped toy, 2 cans of food. 401-499-9877, www.ristreetrodding.org

TEXAS

Sep 13-15 TX, Fort Worth. 52nd Annual Southwest Swap Meet. Texas Motor Speedway. www.southwestswapmeet.com, Gary & Suzy Page 469-463-6277, info@southwestswapmeet.com

Sep 27-29 TX, Ft. Worth. Goodguys 27th Summit Racing Lone Star Nationals. Texas Motor Speedway. www.good-guys.com/2019-events

Oct 19 TX, Westlake. Ninth Annual Westlake Classic Car Show. Original or restored vehicles from 1900-1959 (no hot rods or

customs) 2902 Sam School Road. 11am-4pm. Pre-register \$25, day of show \$30. jgreenwood@westlake-tx.org or text to 817-680-1422.

VERMONT

Sep 22 VT, Bristol. Better L8 Than Never Car Show. Bristol Recreation Field – 110 Airport Drive. 9am-4pm. www.BetterL8ThanNever.com, www.facebook.com/events/356147988439917/

VIRGINIA

Sep 14 VA, Leesburg. 32nd Annual Leesburg Car Show. Downtown. 12-4pm. Registration \$20, www.lcps.org/domain/26427

WASHINGTON

Sep 20-21 WA, Chehalis. 54th Annual Harvest Swap Meet. Vend Spaces, \$40, www.CCVAC.com, 360-273-6961

WISCONSIN

Sep 8 WI, Saukville. 32nd Annual Saukville in September Car, Truck & Vintage Snowmobile Show. Grady Park. Call Lou 262-284-5800, pleasantvalleyautobody@yahoo.com

Sep 13-14 WI, Wisconsin Dells. Dash to the Dells 30 1948-1972 Ford F-100 Truck Show. \$35. Vend space \$35. Mike Conner 608-513-4856, mikesfine56@gmail.com, Registration Theresa Sonn sonnshine62@gmail.com

Sep 13-15 WI, Elkhart Lake. Road America Art on Wheels Weekend. Gather on the Green display on Sep 14 at Osthoff Resort. 800-365-7223, www.roadamerica.com

Sep 15 WI, Beloit. 43rd Beloit Autorama Car Show, Parts Swap, Car Corral, Arts & Crafts. Town of Beloit Preservation Park. 8am-4pm. www.beloitautorama.com

Sep 21 WI, Okauchee. Pack-O-Rats Speed Club 3rd Annual Fully Blown Car & Bike Show. Okauchee Lions Park – N49W34400 E. Wisconsin Ave. 8am-4pm. www.facebook.com/packroratz/

Sep 21 WI, Cross Plains. 37th Annual The Hill & Valley Antique Auto & Americana Show. Baer Park. Registration \$10. Don Chandler 608-513-8254, 608-798-3040, John Riley 608-770-5646, john@sullivanvandedesignbuild.com

Sep 27-29 WI, Jefferson. 42nd Annual Fall Jefferson. Jefferson County Fairgrounds – 503 N. Jackson Ave. Fri. 1am-4pm, Sat. 6am-4pm, Sun. 6am-3pm. 608-244-8416, www.madisonclassics.com

Sep 29 WI, Green Lake. Jack Taylor Memorial Car Show Harvest Fest. www.visitgreengreenlake.com, 800-253-7354

Oct 6 WI, Shawano. Shawano Flea Market Car Show. Shawn County Fairgrounds – 990 W Green Bay Street. 7am-4pm. 715-526-9789, www.zurkopromotions.com

Oct 13 WI, Janesville. 11th Annual Back Bar Car Show. 1901 Beloit Ave.

AUCTIONS

SEPTEMBER

Sep 7 CO, Loveland. Specialty Auto Auction with Goodguys Classic Car Auction. Budweiser Events Center – 5290 Arena Circle. Alan “AB” Butcher 253-802-2450, 970-266-9561, www.specialtyauction.com

Sep 12 IN, Middlebury. 2019 Hooley Classic Car Auction. Campus of Das Dutchmen Essenhaus – 240 US Hwy. 20. 574-596-9890, hooleycarauction@gmail.com, www.bartelandcompany.com

Sep 14 MN, Mantorville. Collector Estate Auction. 9am. 800-801-4502, www.marin-

sgauction.com

Sep 14 IA, Red Oak. Coyote Johnson Collection Auction. VanDerBrink Auctions. 9:30am, Montgomery County Fairgrounds. Approximately 80 American muscle cars. www.VanDerBrinkauctions.com

Sep 16-22 WA, Ridgefield. Schurman’s Iron Ranch Collection, online bidding only, 888-282-8648, www.aumannvintagepower.com

Sep 20 WI, Wautoma. Yoder Collector Car Auction. www.yodersold.com, 920-787-5549, Cell 920-295-2644

Sep 20 Esher, UK. Jaguar Heritage, Classic and Sports Car Auction. Sundown Park Racecourse. 9am-1pm. www.barons-auctions.com

Sep 20-21 NY, Saratoga Springs. Saratoga Auto Auction. Saratoga Automobile Museum. 518-587-1935, www.saratogaautoauction.com

Sep 21 IL, Shipman. Large Live 2-Ring Auto Parts Auction. Harman Auction Center – 864 W. Railway. 9am. Auction Zip #4339 for further information, 618-836-7355

Sep 21-22 MO, Cape Girardeau. VanDerBrink Auctions. Shadow Rest School, 232 Sierra Ridge. 9am both days. Gas and oil collectibles, collector cars, gas engines, parts. www.VanDerBrinkauctions.com

Sep 27 NC, Concord. 19th Annual Fall Auction. Cabers County Arena & Event Center. 150 Carolina vehicles. Consignment Fee \$199. www.tommackauctions.com 803-364-3322 or 704-400-1127

Sept 28 TN, Nashville. 50th Semi-Annual Music City Classic Collector Car Auction. Call George Eber 615-496-2277. www.southernclassicauctions.com

Sep 29 NJ, Howell Township. John Blewett Collection. 246 Herbertsville Road. 9am. 315-633-2944. sale site phone 315-633-2944, www.lyonauction.com

OCTOBER

Oct 5 NY, Roslyn. RAND Luxury Motorcar Auction, Nassau County Museum of Art, 1 Museum Dr, Roslyn NY, 11576. Registration: 95\$. 212-655-4505, BRand@RandLuxury.com, <https://randluxury.com/event/rand-luxury-motorcar-auction/>

Oct 17-19 MN, Winona. SG Auction Classic, Antique & Collector Car Auction. 601 E. Main. 507-498-9000, sgauction.net

Oct 18-19 MO, Branson. The Branson Auction. Branson Convention Center. 800-335-3063, www.bransonauction.com

NOVEMBER

Nov 2 KY, Paducah. Collector car auction Expo Center, 415 Park St., 8 am-4 pm, Smith Auctions 1-800-861-7648, www.smithauctionsllc.com

Nov 7-9 IA, Davenport. Mecum Gone Farmin’ Fall Premier. Mississippi Valley Fair Center. www.mecum.com

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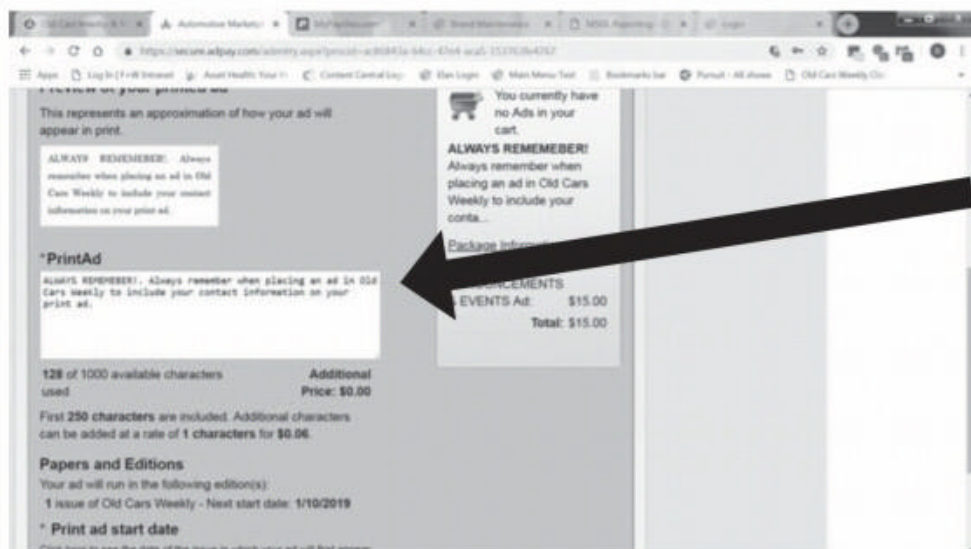
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9040 ANNOUNCEMENTS & EVENTS

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alex@beverlyhillscarclub.com

WANTED PORSCHE 356 A, B, C, SC & Speedsters All pre-'73 911 & 912

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Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

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WANTED PORSCHE 356A, B, C & SC, 911, Speedster, any condition, top price paid, we will pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910, email: gullwingny@aol.com 3970557

WANTED: PORSCHE 356, 356A, 356B, 356C, 356SC, 911, dead or alive, any condition, barn finds, abandoned projects, anything considered, top dollar paid; serious buyer, will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email continental5000@gmail.com FWC8041803

SERIOUS BUYER WANTS PORSCHE 911, 912, 356

Will pay the most. Any condition.
Steve's British Connection
630-553-9023
E-mail: sbcinc@aol.com

9440 ROLLS-ROYCE CARS

WANTED BENTLEY from 1900 to 2005, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970560

WANTED: ROLLS Royce Silver Ghost, 20-25, 25-30, Wraith, Silver Wraith, Phantom-I, II, III, IV, & V; Cloud-I, II, III and any Rolls Royce from 1900 to 2003, in any condition, top price paid. We will pick up from anywhere in the U.S. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970636

WANTED ROLLS ROYCE

Silver Ghost, 20-25, 25-30, Phantom I, II, III, IV, V, VI, Wraith, Silver Wraith, Silver Dawn, Cloud I, II, III & Corniche, Any Rolls Royce From 1904 Thru 2007

ANY CONDITION
"TOP DOLLAR PAID"
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Experience

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Website: GullwingMotorCars.com
Ask for Peter Kumar

WANTED ROLLS ROYCE BENTLEY

FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA

Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

WANTED: Rolls-Royce Silver Cloud I,II,III Silver Wraith, Corniche convertible, Chinese Eye; any Rolls any condition; top dollar paid, serious buyer; will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11431303

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9460 SPORTS & IMPORTED CARS

WANTED: Alfa Romeos, from 1900-1969 all classic and vintage cars, any condition, anywhere, top dollar paid; serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11431318

WANTED BENTLEY

8 Litre, 6 Litre, 4 1/4 Litre, 3 1/2 Litre,
R Type, All Continental, S1, S2 & S3
Any Bentley From 1919 Thru 2007

ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid

30 Years Experience

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Tel: 1-800-452-9910
Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

WANTED: ALPHA Romeo, 1900 to 1969, any condition, top price paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@Gullwing-MotorCars.com 3970675

WANTED

Any Austin-Healey, MGA, Porsche, Jaguar, Triumph, Alfa-Romeo, Riley, MGT series 190 SL's.
Any Condition.
Steve's British Connection
630-553-9023
E-mail: sbcinc@aol.com

WANTED: ASTON Martin, DB2, DB4, DB5, DB6, any other Aston Martin, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970554

WANTED: Aston Martin DB2, DB4, DB5 and DB6, any Aston Martin, any condition. Top dollar paid, serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11431306

WANTED AUSTIN Healey 100-4, 100-6 and 3000, Mk.I, II and III, any year, any condition. Top dollar paid. We pick from anywhere in the US. Please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970553

WANTED ASTON MARTIN

DB2, DB2/4, DB4, DB5, DB6, DBS, Any Aston Martin
From 1921 thru 1989

ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid

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Experience

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WANTED ASTON-MARTIN DB2, DB4, DB5, DB6 & DBS ANY 1921-1998

FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From Any-
where in the USA

Call Alex Manos
877-912-0007
alex@beverlyhillscarclub.com

WANTED AUSTIN HEALEY

100-4, 100-6,
3000 MK I, II, III

ANY CONDITION
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WE PICK UP ANYWHERE IN THE U.S.
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30 Years
Experience

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Website: GullwingMotorCars.com
Ask for Peter Kumar

WANTED AUSTIN-HEALEY 100-4

100-6 & 3000

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Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA
Call Alex Manos
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WANTED: AUSTIN-HEALEY 100-4, 100-6 or 3000, MK I, II and III, in any condition; top dollar paid, serious buyer; will pick up from anywhere in the United States, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039513

WANTED BANTAM, any year, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970562

WANTED FACEL VEGA

We Buy Facel Vega in any
year, any condition

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Experience

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Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

WANTED: Bentley from 1900-2005, any condition, top dollar paid; serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11431308

WANTED BMW 502, 503, 507, 327, 328 and Isetta, any condition, top price paid, we will pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970558

WANTED FERRARI

246, 250, 275, 330, 365

Any Ferraris
1950-2015

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WANTED FERRARI

246, 250, 275, 330,
365, & 512. Any Ferrari
from 1947 Thru 2007

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WANTED LAMBORGHINI

350GT, 400GT,
Espada, Miura,
Jarama, Coutach
& any other
Lamborghinis

FINDER'S FEE PAID
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Will Pick Up From
Anywhere in the USA

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WANTED LAMBORGHINI

Lamborghini from 1900 to 1989,
400GT, Miura, Espada, Jarama,
Coutach and any other Lamborghini

ANY CONDITION
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WANTED: BMW 502,503,507,327,328, Isetta, top dollar paid; in any condition, serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11431311

WANTED: BUGATTI from 1900 to 1957, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@Gullwing-MotorCars.com 3970666

WANTED: DELOREAN, any condition, running or not; top dollar paid; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; or email: continental5000@gmail.com 0-1000 FWC9430365

WANTED: DELOREAN, any year, any model, any condition, top dollars paid, we will pick up anywhere in USA. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@Gullwing-MotorCars.com 3970591

WANTED: DeTomaso, any Pantera, any condition, anywhere, top dollar paid, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446835

WANTED: DETOMASO, any year, Pantera, any condition, top prices paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@Gullwing-MotorCars.com 3970673

WANTED: EXCALIBUR, any model, any condition, top dollars paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970678

WANTED: Excalibur top dollar paid in any condition, any model and will pick up from anywhere in the USA, please call Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446857

WANTED: FERRARI- 246, 250, 275, 330, 365 Series, all Ferrari s from 1950 to 2005, any condition, top price paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970671

WANTED: FERRARI 246, 250, 275, 330 365 Series, top price paid, any Ferrari from 1950 to 2006, any condition, will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039533

WANTED: FIAT, Jolly and Topolino, any year, any model, any condition. Top dollars paid. We will pick up anywhere in U.S.A. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970579

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4	OUTLETS	4
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212cc	ENGINE SIZE	196cc
YES	LOW OIL ALERT	YES
YES	PARALLEL CAPABLE	YES
YES	POWER SAVER	YES



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PREDATOR 3500

NOW \$699.99
SAVE \$1,319

\$799.99 PRICE \$2,019



20920832

ITEM 56720/63584 shown

LIMIT 1 - Coupon valid through 12/23/19*

*HONDA EU3000iS1A stated specs

NEW US GENERAL

44" x 22" DOUBLE BANK EXTRA DEEP CABINETS



SAVE \$2,285

COMPARE TO \$2,735
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Item 64446, 64443, 64133, 64954, 64955, 64956



20965640

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Customer Rating
★★★★★

CENTRAL MACHINERY

SUPER COUPON

30" PEDESTAL HIGH VELOCITY SHOP FAN

Customer Rating
★★★★★

NOW \$119.99

COMPARE TO \$189.99
STRONGWAY

MODEL: 49939

ITEM 61845/47755 shown



20968706

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UP TO 72"

PITTSBURGH

SUPER COUPON

130 PIECE TOOL KIT WITH CASE

SAE AND METRIC

Customer Rating
★★★★★



LIFETIME WARRANTY

COMPARE TO \$66.39
ANVIL

MODEL: A137HDS

ITEM 68998/63248/64080/64263/63091 shown



21000445

LIMIT 3 - Coupon valid through 12/23/19*

NOW \$29.99
SAVE \$39.99

SUPER COUPON

.50 CAL METAL AMMO CAN

Customer Rating
★★★★★



COMPARE TO \$24.99
GAME WINNER

MODEL: FSGWHE1030

ITEM 63750



NOW \$11.99
SAVE \$14.99

56810/63181 shown

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18" x 12" MOVER'S DOLLY

Customer Rating
★★★★★

• 1000 lb. capacity



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BUFFALO TOOLS

MODEL: HOFDOLLY

ITEM 60497/61899/63095/63096/63097/63098 shown



21009626

LIMIT 4 - Coupon valid through 12/23/19*

NOW \$7.99
SAVE \$10.99

PITTSBURGH #1 SELLING JACKS

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Customer Rating
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RAPID PUMP® 1.5 TON LIGHTWEIGHT ALUMINUM FLOOR JACK

• Weighs 34 lbs.



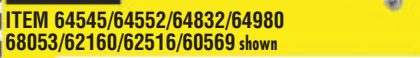
SAVE \$91

COMPARE TO \$151.42
K TOOL

MODEL: KT163094

ITEM 64545/64552/64832/64980

68053/62160/62516/60569 shown



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LIMIT 2 - Coupon valid through 12/23/19*

NOW \$59.99
SAVE \$79.99

HARDY

SUPER COUPON

MECHANIC'S GLOVES

Customer Rating
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AVAIL. IN SM, MED, LG, XL, XXL



COMPARE TO \$5.99
VALEO

MODEL: 25521

ITEM 62434, 62426, 62433, 62432, 62429, 64178, 64179, 62428 shown



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NOW \$4.99
SAVE 66%

PITTSBURGH

SUPER COUPON

12" RATCHETING BAR CLAMP/SPREADER

LIFETIME WARRANTY



COMPARE TO \$19.98
IRWIN

MODEL: 1964718

ITEM 62123/46807/69221/63017/69222 shown



Customer Rating
★★★★★

NOW \$2.99
SAVE \$4.29

21035742

LIMIT 4 - Coupon valid through 12/23/19*

SUPER COUPON

OVER 5,000
5 STAR REVIEWS

FREE

WITH ANY PURCHASE

SUPER BRIGHT LED/SMD WORK LIGHT/FLASHLIGHT

- Super-Strong, Ultra-Lightweight Composite Plastic
- Magnetic Base & 360° Swivel Hook for Hands-Free Operation
- 3 - AAA Batteries (included)
- 144 Lumens



ALL IN A SINGLE SUPER POWERFUL LIGHT

COMPARE TO \$13.52
PERFORMANCE TOOL

MODEL: W2364

ITEM 63878/63991
64005/69567/60566
63601/67227 shown



20923310

Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 12/23/19 while supplies last. Limit 1 FREE GIFT per customer per day.

SUPER COUPON

20% OFF

ANY SINGLE ITEM*



20922288

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, Extended Service Plan, gift card, open box item, 3 day Parking Lot Sale item, compressors, floor jacks, safes, storage cabinets, chests or carts, trailers, welders, Admiral, Ames, Bauer, Central Machinery, Cobra, CoverPro, Dayton, Diamondback, Earthquake, Fischer, Hercules, Icon, Jupiter, Lynxx, Poulton, Predator, Tailgator, Viking, Vulcan, Zurich. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 12/23/19.

SUPER COUPON

GOOD

BETTER

McGRAW



125 PSI

Customer Rating
★★★★★

Not available in AZ, OH, OK and VA.

21 GALLON OIL-LUBE AIR COMPRESSOR

125 PSI

STANDARD LIFE

STANDARD NOISE LEVEL

STANDARD RUN TIME

STANDARD OIL-LUBE MOTOR

COMPARE TO \$189.99

MODEL: C201H

ITEM 61454

69091/62803/63635

67847 shown

20970689

LIMIT 1 - Coupon valid through 12/23/19*

SUPER COUPON

GOOD

BETTER

McGRAW



135 PSI

Customer Rating
★★★★★

*Based on other compressors in its class

20 GALLON OIL-LUBE AIR COMPRESSOR

135 PSI

2X LIFE*

25% QUIETER*

27% MORE RUN TIME*

SUPERIOR CONSTRUCTION OIL-LUBE MOTOR

COMPARE TO \$199.99

MODEL: 11893799

ITEM 56241

64857 shown

20982883

LIMIT 1 - Coupon valid through 12/23/19*

WARRIOR

SUPER COUPON

Customer Rating
★★★★★

3 PIECE HEX DRILL SOCKET DRIVER SET

1/4"

3/8"

1/2"

SAVE 81%

COMPARE TO \$15.98

DEWALT MODEL: DWA2240IR

ITEM 63909/63928/68513 shown

21005732

LIMIT 5 - Coupon valid through 12/23/19*

NOW \$2.99
SAVE \$4.99

COBRA

SUPER COUPON

Customer Rating
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8 CHANNEL SURVEILLANCE DVR WITH 4 HD CAMERAS AND MOBILE MONITORING CAPABILITIES

• Night vision

ITEM 63890

NOW \$219.99

SAVE \$79

COMPARE TO \$299

NIGHT OWL MODEL: HDA10P10B0841P1

21009386

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HaulMaster

SUPER COUPON

Customer Rating
★★★★★

72" x 80" MOVING BLANKET

COMPARE TO \$19.99

BLUE HAWK MODEL: 77280

ITEM 69505/62418/66537 shown

21027669

LIMIT 5 - Coupon valid through 12/23/19*

NOW \$5.99
SAVE \$8.99

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SUPER COUPON

1 TON CAPACITY FOLDABLE SHOP CRANE

• Boom extends from 36-1/4" to 50-1/4"

• Crane height adjusts from 82" to 94"

Customer Rating
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COMPARE TO \$249.99

IRONTON MODEL: 46218

ITEM 61858/69512/69445 shown

21030884

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NOW \$139.99
SAVE \$110

EARTHQUAKE

SUPER COUPON

• Weighs 6 lbs.

800 TORQUE

FT. LBS. BOLT BREAKAWAY

ITEM 62627/68424 shown

ITEM 62746

YOUR CHOICE

NOW \$74.99

SAVE \$89.99

COMPARE TO \$249.99

INGERSOLL RAND MODEL: 154156

ITEM 62746

21037675

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Not available in AZ, OH, OK and VA.

WANTED: Fiat, Jolly, Topolino, any model top dollar paid in any condition, will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11446863

WANTED MASERATI

Ghibli, Mistral, 3500GT, Bora, Khamsin, Mexico

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Any Condition
Top Prices Paid
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Anywhere in the USA**

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alex@beverlyhillscarclub.com**

WANTED MASERATI

3500GT, Sebring, Mistral, Mexico, Ghibli, Bora Khamsin. Any Maserati from 1946 Thru 1978

**ANY CONDITION
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WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid**

**30 Years
Experience**

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Motor Cars, Inc.
Tel: 1-800-452-9910**

Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
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WANTED: LAMBORGHINI from 1900 to 1989, 400-GT, Mura, Espada, Jarama, Countach, and any other Lamborghini, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970662

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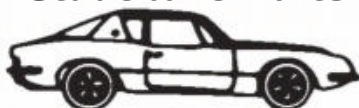
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TORINO GT

APPEAL



The color might not be for everyone, but the Torino GT manages to look aggressive without being obnoxious.

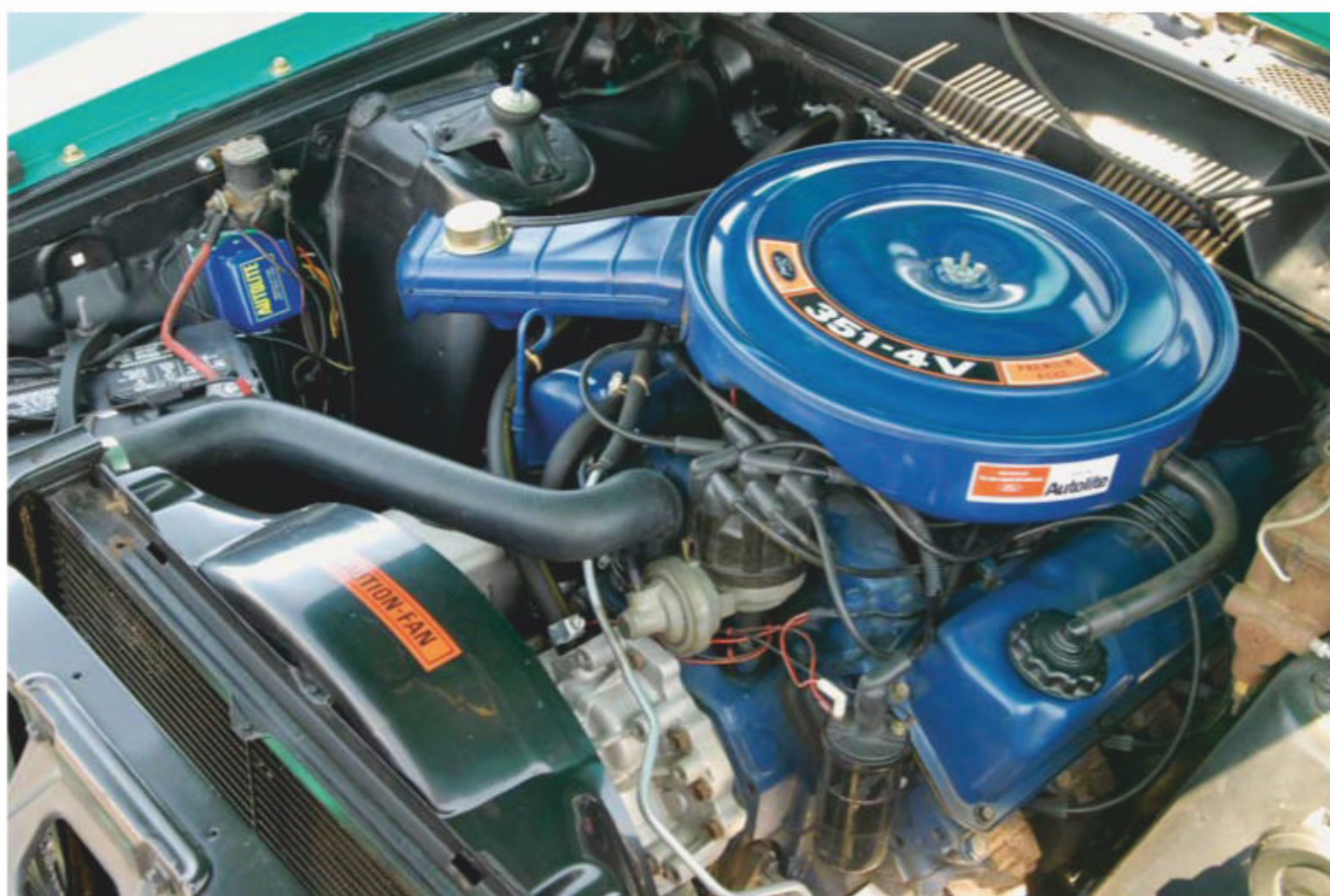
After trying the rest, Torino GT has found 'The One'

STORY AND PHOTOS
BY BOB TOMAINE

Some people can let cars go with no regrets until that right one comes along and changes everything.

"My buddies bust me because I don't get attached to them," explained George Warmouth, whose 1970 Ford Torino GT is featured here. "I kind of fell in love with this car, though, but I'm really not even sure yet what it all is."

Granted that it's not always easy to determine why a certain car appeals so strongly and others don't, but the Grabber Green Torino's 351 Cleveland and



Ford's 351 Cleveland is good for 300 hp, output that's more than adequate for real-world driving.

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The four-speed with its Hurst Shifter strongly suggests that this is no entry-level Fairlane, as does the unusual ribbon tachometer at the left edge of the gauge cluster.

Hurst Shifter four-speed probably make up a big part of the explanation. If not Ford's extreme performance car of the time, the Fairlane-based Torino was, at the very least, an excellent choice for the driver who wanted to go fast in the real world. It was, after all, a mid-size model with an engine that was bigger than what it really needed.

Ford births the Torino via the Fairlane

Although the Torino appeared in Ford's lineup for the 1968 model year, the Fairlane name had arrived for 1955 to replace the upscale Crestline. Two years later, the Fairlane 500 was added to provide a small step upward and in 1959, the Galaxie took over as the top model. Things might

have gone along that way were it not for the realization across the domestic auto industry that foreign compacts had become a potential problem.

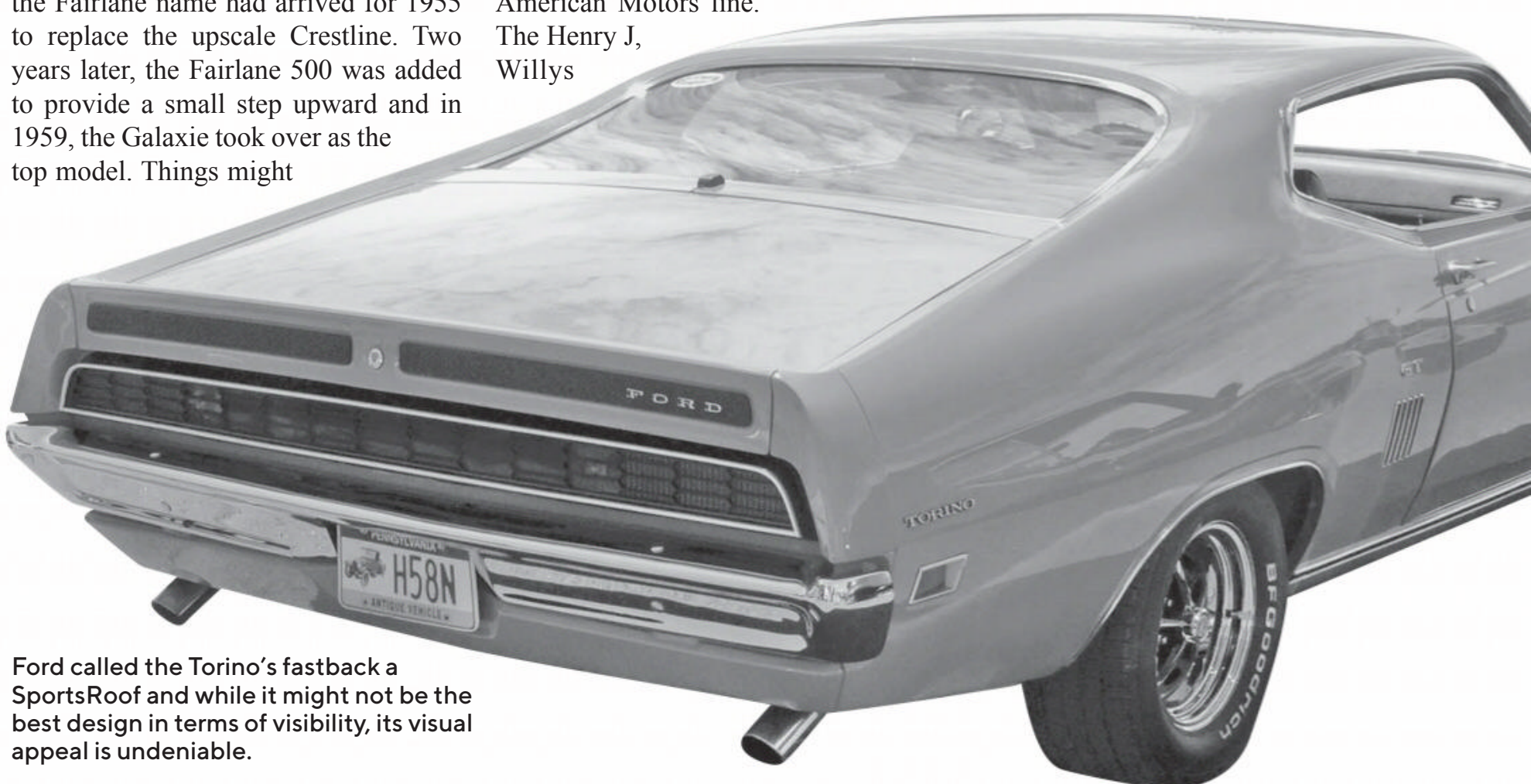
Early homegrown small cars had at times been interesting and likable, but until Nash introduced its 1950 Rambler, none had succeeded. The Rambler's novel formula was simply the combination of a quality vehicle with equipment comparable to what might be found on a full-size car. Its economical operation was a bonus and the Rambler survived the Nash-Hudson merger to go on as an American Motors line.

The Henry J, Willys

Aero and Hudson Jet quickly followed and all were gone before 1956. Studebaker's compact Lark appeared in 1959 and one year later, the "Big Three" introduced their compacts. Chevrolet's Corvair stood out with its air-cooled six at rear, but Chrysler and Ford chose the conventional front-engine-rear-drive approach for their Valiant and Falcon, respectively, as well as Mercury's Falcon-based Comet.

The Falcon was the star with 430,000 first-year sales, but compacts in general were finally here to stay and that fact pointed to another possibility, the intermediate. Ford was first to take the gamble and in 1962, moved the Fairlane name to its new intermediate model and called its Mercury twin the Meteor. There was no absolute when it came to defining "intermediate," but the 115.5-inch-wheelbase Fairlane beat the Falcon by six inches and missed the Galaxie by 3.5. It looked very much like its full-size predecessor of 1961 and maintained a family resemblance until 1965's restyling gave it a look that was barely Ford. That lasted just a year, as the 1966 Fairlane again looked like full-size Fords; far more significant was that what would later be called the muscle car era was opening and so the Fairlane offered a GT package with a 335-hp 390 on its top 500XL hardtop and convertible. If that wasn't enough, a 425-hp 427 was also available for racing.

For 1968, the Fairlane was given a



Ford called the Torino's fastback a SportsRoof and while it might not be the best design in terms of visibility, its visual appeal is undeniable.

new body and a new top trim level, the Torino. The look was longer and lower; the previous vertically paired headlamps were replaced by a horizontal pair; the 427 was back; and a 428 soon appeared. While those engines were the stuff that dreams were made of, the 390 was just fine for most drivers.

Ford again restyled the Fairlane/Torino for 1970 and again made a complete break. Advertising called the Torino GT “the luxury/mover” and advised that “glamour is standard on any Torino GT, too, with hidden tail lamps, deep carpeting and special wheel trim” as standard equipment and “it can be as sporty as you like, with butter-smooth 4-speed and knife-quick Hurst Shifter.” The ad quoted *Motor Trend*’s observation that a Torino GT equipped with the optional 351 Cleveland was “‘an especially desirable combination of power and weight’ which added up to ‘good marks in handling in the mountains.’” It was *Motor Trend*’s Car of the Year despite the magazine’s calling it “almost too racy looking.”

Torino GT appeal

For Warmouth, defining the Torino’s appeal isn’t quite as uncomplicated as just pointing to the handling in the mountains or the too-racy looks. He recalled his 1966 Dodge Coronet, a car he liked and one that took its share of awards before he sold it, but differed from the Torino GT in a key way.

“Some cars do something for you,” he explained, “and this does something. I think I’m finally settled in.”

It happened last year when he located the Torino GT in upstate New York where it was undergoing a restoration.

“It was done mostly by a young guy up in Buffalo (N.Y.),” Warmouth said. “He’s a Ford guy and he was moving on to another one.

He had two other cars in the body shop and he said, ‘I’ve got to let go of something.’ We talked back and forth, back and forth, and I actually bought the car sight-unseen.”

Some questioned the wisdom of doing so, but Warmouth chose to trust his

instincts on what felt like a good buy.

“I kept talking,” he said, “and every time I talked to the guy, it seemed better yet. He said, ‘Look, I’ll ship you the car. If you don’t want it, just send it back.’ What does that tell you? These people were just nice, just great people ... I was impressed that somebody was that honest of an individual. Really, that car was exactly what he was explaining. It needed some tinkering.”

That meant Warmouth needed to finish the interior, adjust the shift linkage and replace the windshield. The body had already been completed and painted, and he said that the few patches it required were about the size of a dollar bill since the car had originally been in Tennessee.

The seller provided him with all of the information on the car and Warmouth said that he tracked down the Ford dealer who had sold the Torino in 1970 in hopes of getting a license-plate frame for it, but the dealership was closed.

It’s not just the body that survived well, as he said the 117,000-mile car has its original engine that’s never been rebuilt. He added that while it might need to be freshened at some future date, he has no plans to upgrade it.

“No modifications,” he said. “I kind of like it and I’m done with the ‘modified’ part of my life. I like the original.”

One of the few modifications he’s made so far is the replacement of the factory AM radio that needed repairs with a modern stereo unit. It was a change that can be undone if he becomes a total purist since he kept the original. Either way, a radio is impor-



tant for the obvious reason.

“I like old music while I’m driving,” Warmouth explained. “... I got it in the winter, so I didn’t drive it much. This spring, I had it out quite a bit. I enjoy driving it. I’ll just take it out and drive it; I don’t have to go to a car show.”

It’s not always easy to find the time because his work demands sometimes-crazy hours, so most of the trips have been relatively close to his Lehman, Pa., home. Time really is the problem as he was showing the Torino GT at the Susquehanna County Career & Technology Center Show in Springville — about an hour from Lehman — but trusts it enough that he was planning to drive it several hours to Carlisle. There, he expected to meet the seller.

“We’ve never met face to face,” he said, “so I’m looking forward to meeting him now.”



Every manufacturer has offered wheels that would look good on nearly any car. The Torino wears one of Ford's examples.

And although his trips in the Torino GT have been short ones, he doesn't see driving it to Carlisle as a reason to worry.

"I like the simplicity of these automobiles," Warmouth explained. "They're so simple ... If (a modern car) shuts off, you have trouble. If this shuts off and a NAPA store's open, short of having blown it up, I'll probably get it

running."

He has something of an advantage since he and his friends owned similar cars when they were close to new and he therefore knew what to expect from this one.

"I'd been in the cars at some point in my life," he said, "and always had a soft spot for them. They actually didn't run

bad and they stopped and steered pretty well. I put bigger sway bars on (the Torino), inch sway bars, but it's a factory disc brake car, power disc brakes with no power steering."

That combination raised a question for him.

"You've got to think about what went through a guy's mind," Warmouth said, "when he ordered a car with power disc brakes and he wanted to not lose the five horsepower for the power steering.

"I tried to research the original owner, but he's passed."

That's a minor mystery, of course, and it's had no impact on his plans for the Grabber Green Torino.

"I'm not going to let go of this car," Warmouth said. "I'm not ... I enjoyed (the others), don't get me wrong. I enjoyed them, but they weren't 'The One.'

"A couple of my friends are even like, 'Of the cars you've had, this is it.' I say, 'Yeah, this is the one.' I'm partial to a big car and it's big and it performs. It steers, stops, shifts. It's a nice car. It's not for everybody, the color's not for everybody, the body lines aren't for everybody, but I like it." **OC**

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